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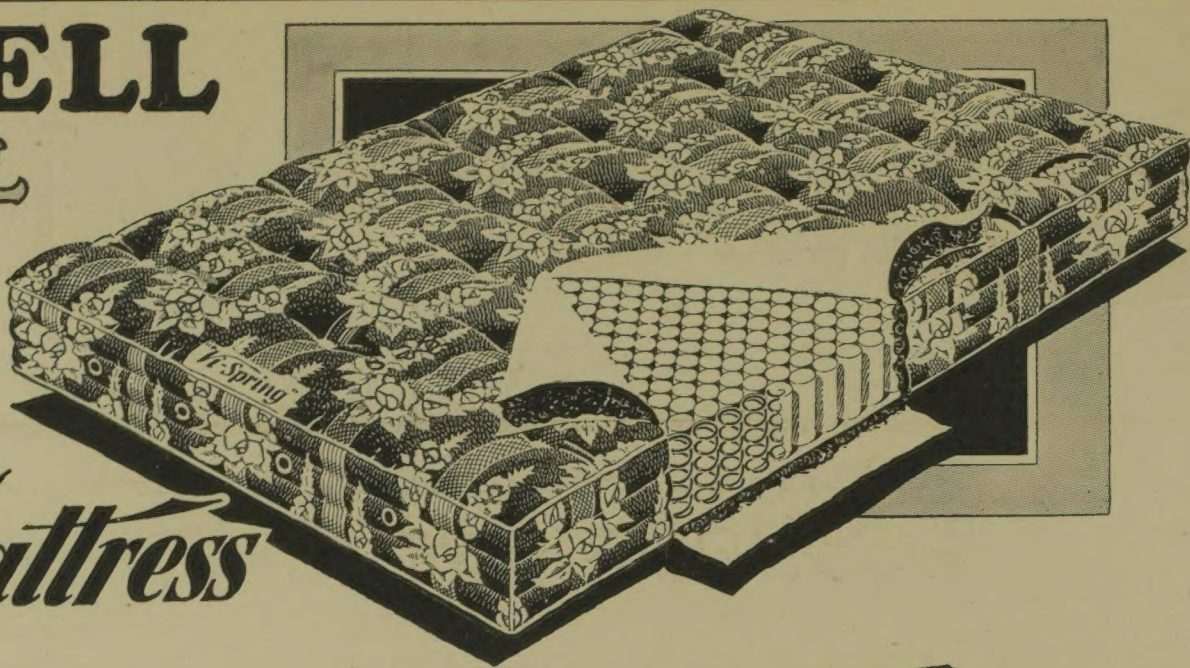
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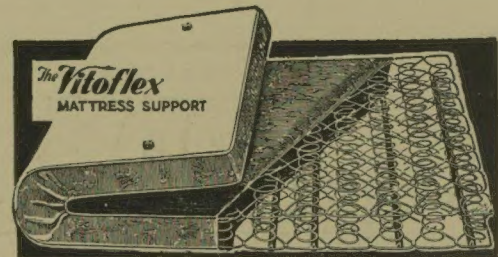
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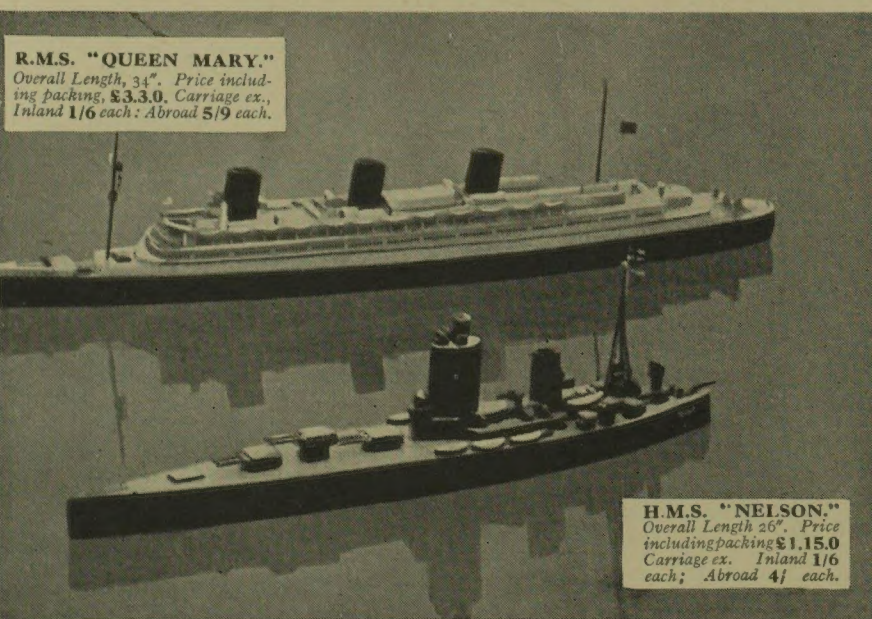
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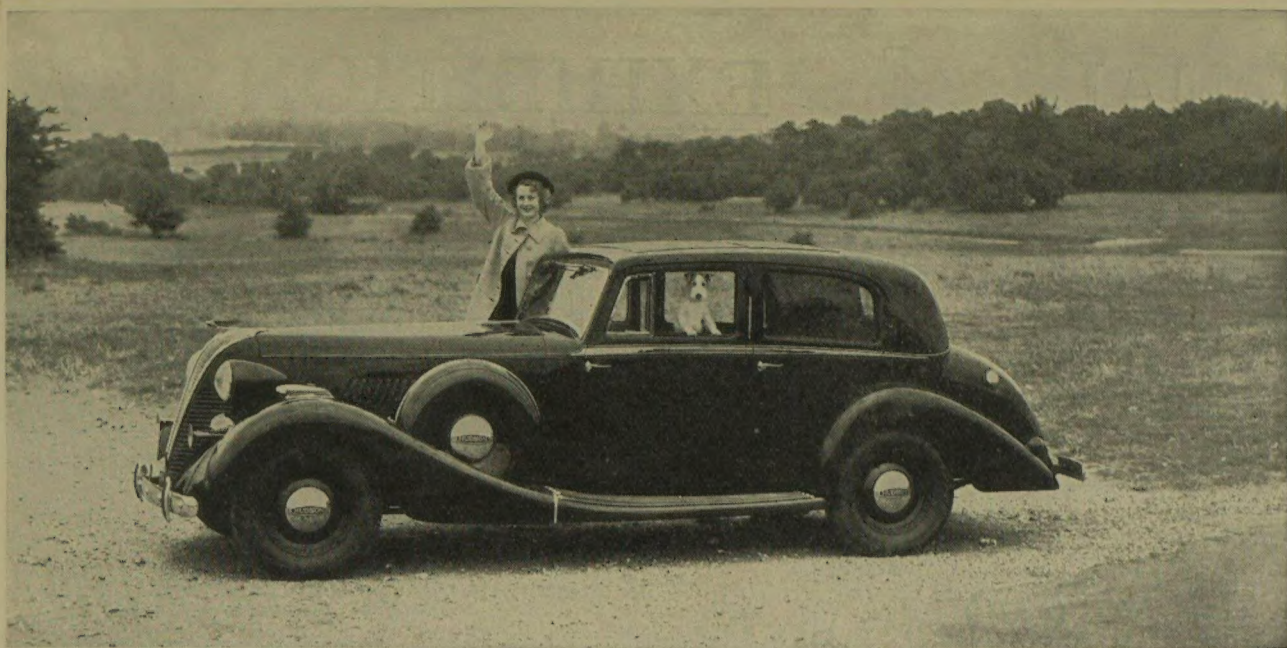


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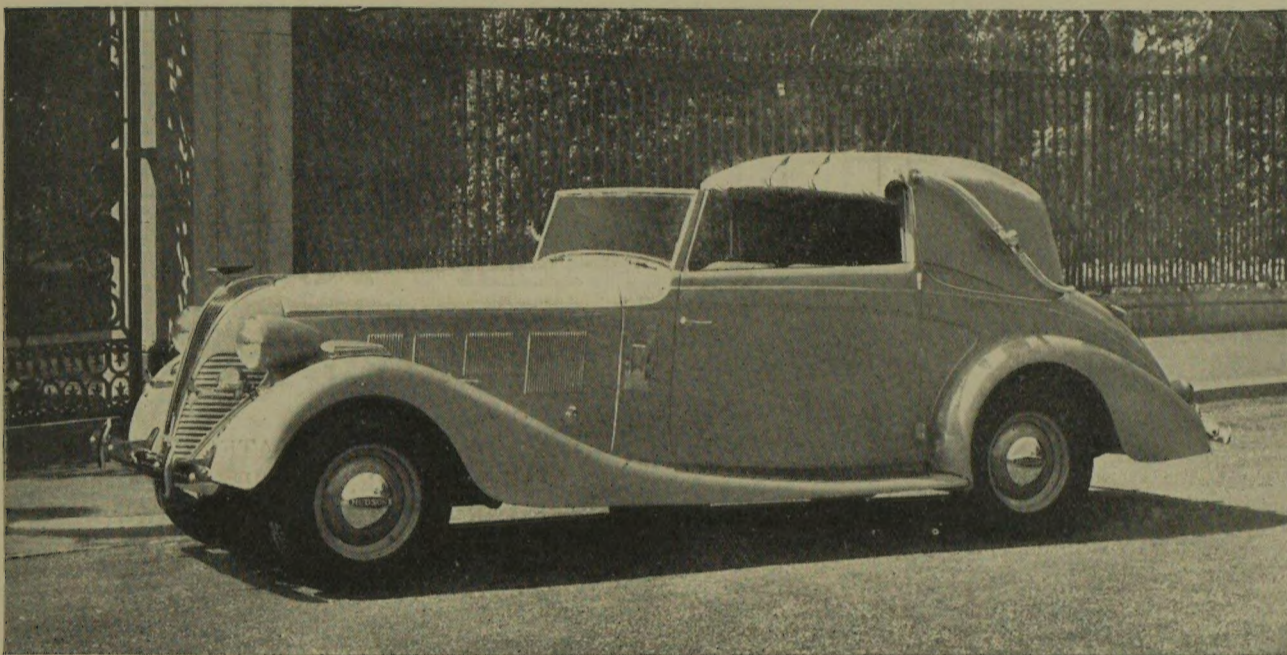
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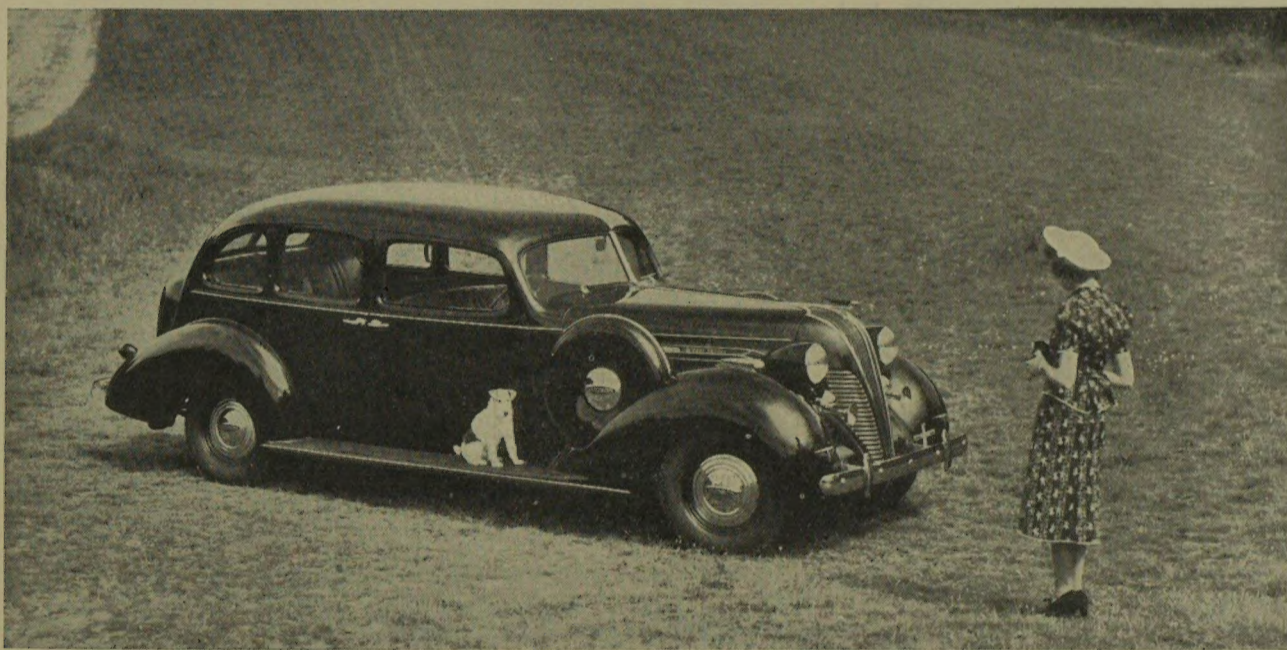
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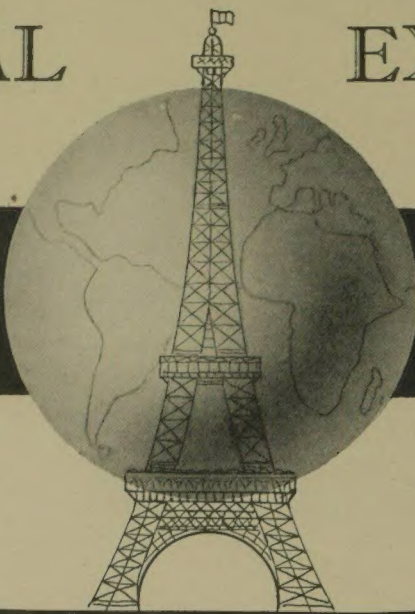
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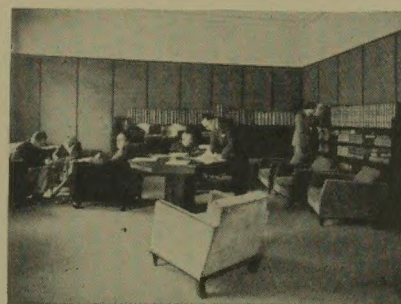
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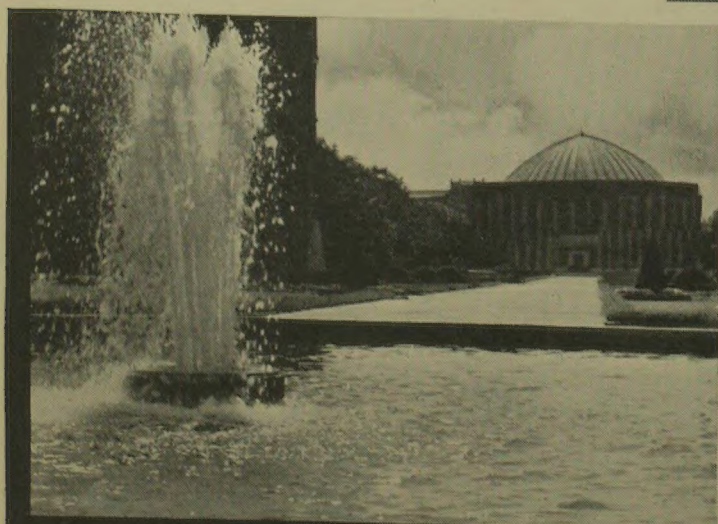
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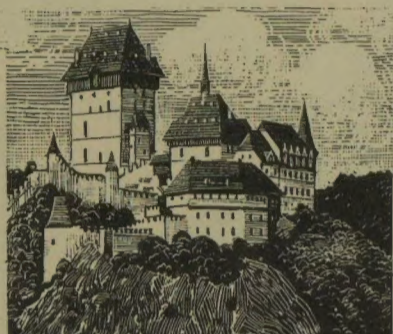
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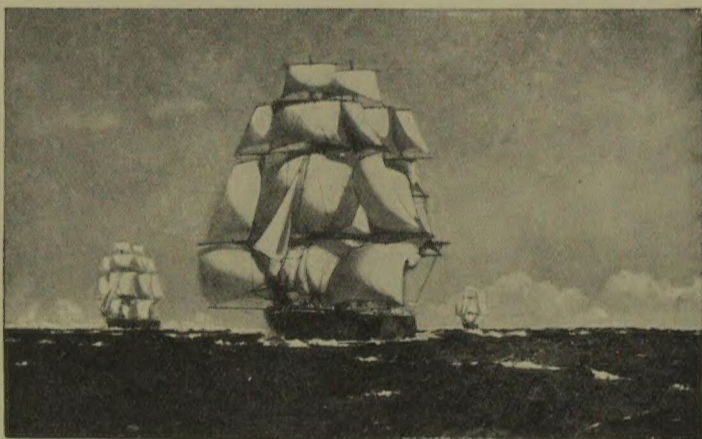
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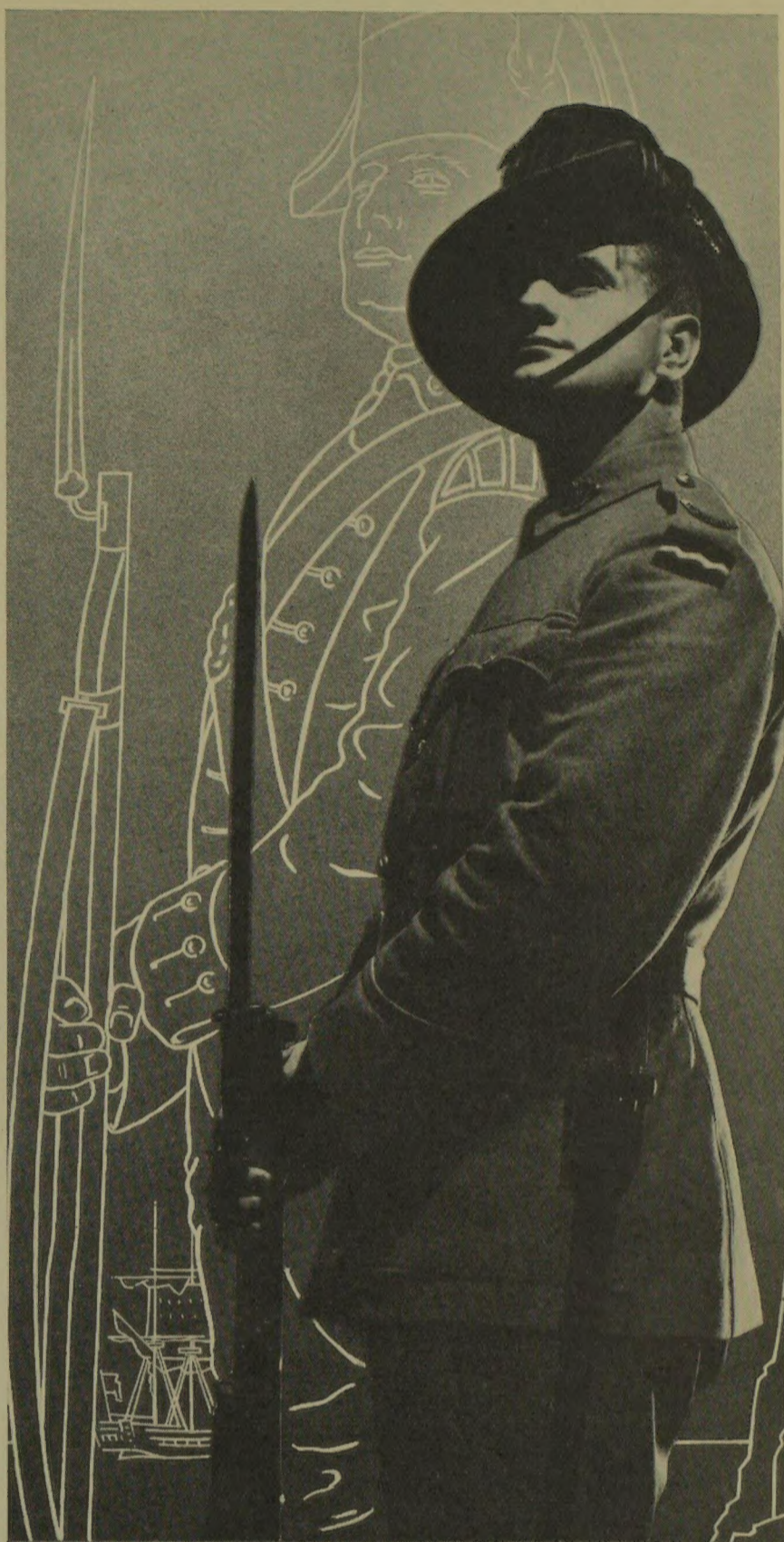
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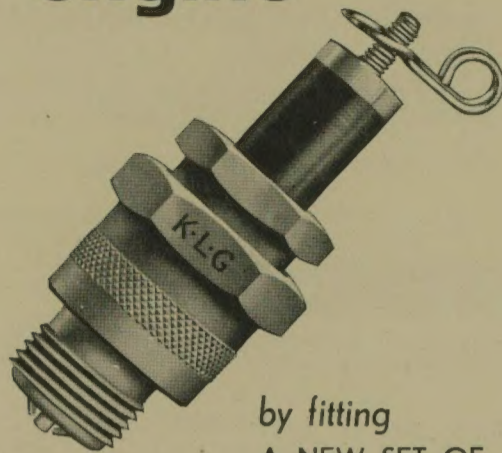
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SATURDAY, JULY 10, 1937.



EDINBURGH'S GREAT WELCOME TO KING GEORGE VI. AND QUEEN ELIZABETH, THE FIRST SCOTTISH QUEEN GREETED THERE SINCE MARY STUART IN 1561: THE ROYAL CARRIAGE PASSING THE SCOTT MONUMENT IN PRINCES STREET.

The King and Queen were received with the utmost enthusiasm in Edinburgh, where they arrived at Princes Street Station at 10 a.m. on July 5 for their Coronation visit to Scotland. After the King had received the keys of the city from the Lord Provost, and had handed them back according to custom,

their Majesties, accompanied by Princess Elizabeth and Princess Margaret, drove to Holyroodhouse in an open landau drawn by four Windsor greys, with an escort of the Royal Scots Greys and the Scottish Horse. Not since Mary Queen of Scots landed at Leith in 1561 had Edinburgh greeted a Scottish Queen.

THE SCENE OF THE EDINBURGH COURTS TO SCOTLAND: HISTORIC AND ROMANTIC

PHOTOGRAPHS BY



THE WEST DRAWING-ROOM, WITH ITS IMPRESSIVE CEILING: AN APARTMENT IN THE PALACE OF HOLYROODHOUSE, IN THE FURNISHINGS OF WHICH KING GEORGE V. AND QUEEN MARY TOOK GREAT PERSONAL INTEREST.

THE King and Queen arranged to hold two evening Courts in the Palace of Holyroodhouse, on July 6 and 8, while in residence there during their visit to Scotland, from the 5th to the 11th. This Coronation Court season is an exceptional occasion at Holyroodhouse, for Courts have not usually been held there in modern times, their place having been taken as a rule by afternoon Drawing Rooms. It was stated that the Courts at Edinburgh would be on a somewhat lesser scale than those in London, owing partly to the fact that the rooms and approaches in Holyroodhouse are smaller, so that the number of people passing the Thrones would be about 500 at each Court, as compared with 700 at Buckingham Palace, while another difference would be the absence of diplomats at the Scottish functions. Our illustrations are also of interest since King George V.

(Continued opposite.)



SHOWING (LEFT) THE RUINED ABBEY NAVE APARTMENTS OF MARY QUEEN OF SCOTS: A GENERAL



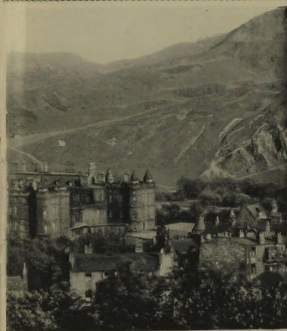
WITH LOUIS XV. FURNITURE, AND HISTORICAL PORTRAITS, GUELDRES: THE WEST DRAWING-ROOM (ALSO SHOWN IN

DURING THE VISIT OF THE KING AND QUEEN HOLYROODHOUSE—STATE APARTMENTS.

F. C. INGLIS.



SHOWING PART OF THE CEILING—A FINE EXAMPLE OF SEVENTEENTH-CENTURY PLASTER WORK: A CORNER IN ONE OF THE STATE APARTMENTS IN THE PALACE OF HOLYROODHOUSE.



CONNECTED WITH THE BUILDINGS CONTAINING THE VIEW OF THE PALACE OF HOLYROODHOUSE.



INCLUDING THOSE OF MARGARET TUDOR AND MARY OF THE SECOND PHOTOGRAPH FROM LEFT IN THE TOP ROW,

and Queen Mary, during the former's lifetime, took a very strong personal interest in the furnishings of the ancient Palace. A portrait of George V. hangs above the fireplace in the Throne Room, as shown in the lower right-hand illustration. Holyroodhouse has a highly romantic history. It was originally an abbey, founded by David I. in 1128. The Palace, begun by James IV. about 1500, was sacked and partly burnt by the English in 1544 and 1547. Mary Queen of Scots spent six years (1561-7) at Holyrood, and here took place her famous interview with John Knox, the murder of Rizzio, and her marriage with Bothwell. Since James VI. left to become James I. of England in 1603, Holyrood has been seldom visited for long by any Sovereign. Cromwell occupied it in 1650, and restored it after a fire. Under Charles II. the Palace was enlarged to its present extent.



THE MORNING DRAWING-ROOM: AN ELABORATE CEILING, 17TH-CENTURY TAPESTRIES, AND CHAIR-COVERINGS SEWN OR EMBROIDERED BY NOBLE LADIES OF SCOTLAND FOR QUEEN MARY IN 1921-3.



LEFT SHOWING THE THRONES FOR KING GEORGE VI. AND QUEEN ELIZABETH, BEARING THEIR RESPECTIVE MONOGRAMS: THE ROYAL PAIR IN THE THRONE ROOM (ILLUSTRATED BELOW).

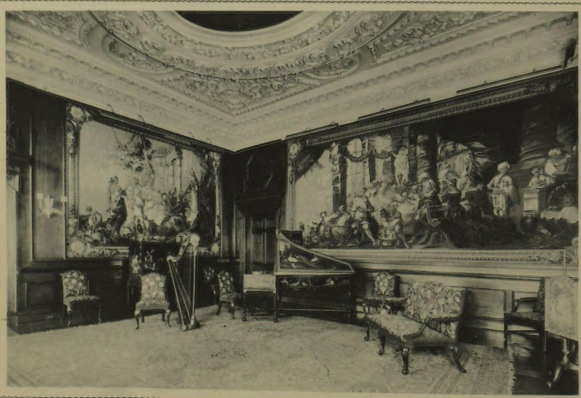


WHERE THE KING AND QUEEN ARRANGED TO HOLD TWO EVENING COURTS (UNUSUAL OCCASIONS FOR HOLYROODHOUSE IN MODERN TIMES) DURING THEIR VISIT TO SCOTLAND: THE THRONE ROOM, SHOWING THE TWO THRONES.

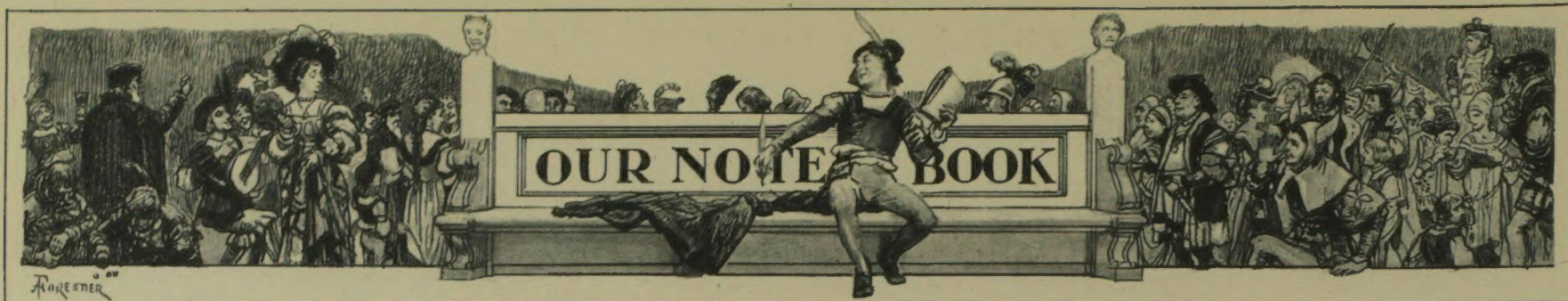
A STATE APARTMENT IN HOLYROODHOUSE, THE RESIDENCE OF THE KING AND QUEEN DURING THEIR VISIT TO SCOTLAND: A VIEW SHOWING A TAPESTRY OF ALEXANDER AND DIOMEDES.



RIGHT: THE ENTRANCE HALL AND STAIRCASE, RICHLY ADORNED WITH PICTURES AND TAPESTRIES: AN INTERIOR VIEW IN THE PALACE OF HOLYROODHOUSE.



A STATE APARTMENT IN THE PALACE OF HOLYROODHOUSE: ANOTHER CORNER OF A ROOM SHOWN ABOVE (IN THE THIRD ILLUSTRATION FROM THE LEFT IN THE TOP ROW), WITH A SEVENTEENTH-CENTURY CEILING.



By ARTHUR BRYANT.

WE are an extraordinary people. For cant and humbug and self-complacency, to say nothing of blatant self-righteousness, there is no nation in the world to touch us. We are almost incapable of seeing anybody else's point of view. We are always quite certain we are in the right, when we are generally wrong. Even in our peccadilloes we make pretence to virtue. We are lazy and inefficient in our work, refuse to put ourselves out for things inconvenient, refuse to plan ahead, in the unwarrantable but unshakable belief that somehow we shall muddle through. With all this we insist on a standard of living far beyond the wildest dreams of our neighbours, and maintain it by levying toil on the rest of the world. We are only able to do so by virtue of a long series of past wars of conquest and acquisition, yet we indignantly repudiate the right of other nations to enrich themselves by the same means, while staunchly refusing to disgorge any of our own gains. Some of us face a faintly protesting world with a downright "What we have we hold," while others preach sermons on the sanctity of collective security and the indivisibility of peace. But, in either case, the foreigner has to do without. And the jest of it is that we can see nothing wrong in our outrageous attitude. In fact, we are all quite sure we are very much in the moral right of everything. When God wants anything done, we still say unconsciously with Milton, "He sends for his Englishman."

But we can make gardens. This reflection was borne in on me as my train on a Saturday afternoon carried me through the endless outskirts of northern London. Architecturally, the prospect from the carriage window was depressing in the extreme; rows of undetached houses of grimy exterior and faulty proportion succeeded each other, some inhabited by artisans, and others, in a slightly more spacious way, by clerks and small professional men. But between the houses and the railway embankment, a narrow corridor of mother earth, which in any other country but England would have been a melancholy no man's land of old tins and rags and discarded rubbish, bore witness to the fact that the English people have not altogether lost their former skill in the art of living.

Here, as the old cartographers would have put it, be gardens. There was scarcely a house that did not have one, made and tended, as one well knew, by the amateur hands of its occupants. The grass of each of these tiny plots was smooth as the lawn of an Oxford College garden; there were trellises of roses, and stately delphiniums that might have been growing at Hatfield or Audley End standing serene and undismayed between the railway and the grimy houses. And in almost every garden was its proud possessor, home after the labours of the week, surrounded by his family at tea, or sitting in his shirt-sleeves in a deck-chair gazing calmly and reflectively at a prospect which terminated a few feet away in the railway fence, but which might, from his lordly attitude, have extended as far as the vistas of Wimpole or Ashridge. I was suddenly reminded of a chance saying of Disraeli's that there was no egotism like that of a landed proprietor on a Sunday. It applies equally to a Saturday afternoon. For here were not only gardens, but landed proprietors. Urban England had gone back to its roots.

Somewhere in his writings Cobbett, commenting on the charges brought against them of idleness and debauchery, observes with indignation that by their gardens a man may judge what manner of folk are the labouring people of England. Stocks and gilly-flowers, set between trim hedge and thatched cottage,

were the crowning glory of his country. To-day the flowers in array and the cut lawns have invaded the Great Wen itself, a hundred times more monstrous than it was in Cobbett's day, yet somehow redeemed by this characteristic English outbreak of *rus in urbe*. For to the English, where there is a garden there is hope, there is home, there is beauty and there is peace. Pan sleeping between the chimney-pots is a simile expressive of the Englishman's genius for doing what George Santayana once called "carrying the English weather in his heart" wherever he goes; "it becomes," he says, "a cool spot in the desert, and

a steady and sane oracle amongst all the deliriums of mankind." These London suburban gardens are reminders of that: let our task be never so sordid or humdrum, there is a hint of blossom in what we do. Even, it seems, when we make war. The lyrics which young English soldiers made to calm their hearts during the strained watches of the Great War were not about battles, nor military prowess, nor hatred of the foe; they were not even, for the most part, about the horrors and calamities that then encompassed the anguished human soul. They were about the land of hedges and flowers they had crossed the seas to defend, of—

Scenes and sound of the countryside

In far England across the tide.

One of the loveliest of them was about a garden, glimpsed by a young officer between the ruins of a shattered town in the devastated area—

Beyond the church whose pitted spire

Seems balanced on a strand Of swaying stone and tottering brick

Two roofless ruins stand, And here behind the wreckage where the back wall should have been

We found a garden green.

The grass was never trodden on,

The little path of gravel Was overgrown with celandine, No other folk did travel

Along its weedy surface, but the nimble-footed

mouse

Running from house to house.*

There is no celandine growing on the trim paths of the gardens of northern London. But there are plenty of flowers—in their set places.

Perhaps an even more remarkable example of this English passion for making gardens in all places is to be found in a recent book written by a young coal-miner about the Nottinghamshire coalfield. He describes how his father, a man who has spent all his life in the pits, has gone back in old age to the land which was above the pits before they were ever made. "Day after day," Mr. G. A. W. Tomlinson writes, "he spends on his allotment garden. Winter and summer alike, he is off to the garden in the early morning, returning only as night falls. Sometimes the weather is too bad for working in the garden, but he goes just the same, and for hours on end he just sits and watches things. What there is to watch when the cold north Midland fogs are covering the land I have never been able to discover, but he does it, and all the other miner-gardeners do it." I do not know where else I have read a passage in modern literature so redolent of England. Nobody but an Englishman could have written it, and nobody but an Englishman could have provided its subject.

* Edward Wyndham Tenuant, *Worple Flit*. (No. 10.)



THE FIRST WOMAN TO FLY THE ATLANTIC SOLO REPORTED MISSING IN THE PACIFIC: AMELIA EARHART (MRS. PUTNAM), WHOSE 'PLANE GAVE OUT FOR LACK OF FUEL DURING THE LAST STAGE OF HER ROUND-THE-WORLD FLIGHT WITH CAPTAIN NOONAN.

Hope for the safety of Miss Amelia Earhart (Mrs. G. P. Putnam), the famous American airwoman, and her navigator, Captain Fred Noonan, was revived by the news that a radio signal from them had been received at Honolulu on July 5, after a message had been transmitted asking them to reply by a given signal, whereby it was hoped to locate them. Later the U.S. coastguard cutter "Itasca," searching for the missing 'plane, reported having received signals giving its call letters. This message was also said to have been received on Howland Island, towards which the 'plane had been flying (from New Guinea) when it ran short of fuel. Meanwhile, the biggest air rescue expedition on record was on its way to the vicinity—the battleship "Colorado," carrying three 'planes, the aircraft-carrier "Lexington" with fifty-four 'planes, and four destroyers. Japanese warships and fishing vessels also joined in the search. On July 6 it was stated that the "Itasca," the British steamer "Moorby," and an American minesweeper had reached the position indicated by signals, but found no trace of the missing 'plane. It was equipped with a rubber raft, lifebelts, flares, a Vérey pistol, a large yellow signal kite, and emergency rations of food and water. Miss Earhart, it may be recalled, was the first woman to fly solo across the Atlantic. She married Mr. G. P. Putnam, the publisher.



THE PROPOSED NEW DIVISION OF PALESTINE: A SKETCH MAP SHOWING THE PROBABLE RECOMMENDATIONS OF THE ROYAL COMMISSION.

We give here a sketch map of the Royal Commission's recommendations for Palestine, based on anticipations published at the time of going to press. The country would be divided into three parts: a "Jewish state"; certain territories under permanent mandate to Britain; and the remainder of Palestine and Transjordan, together forming a new Arab state.

PICTORIAL COMMENTS ON THE NEWS OF THE WEEK.



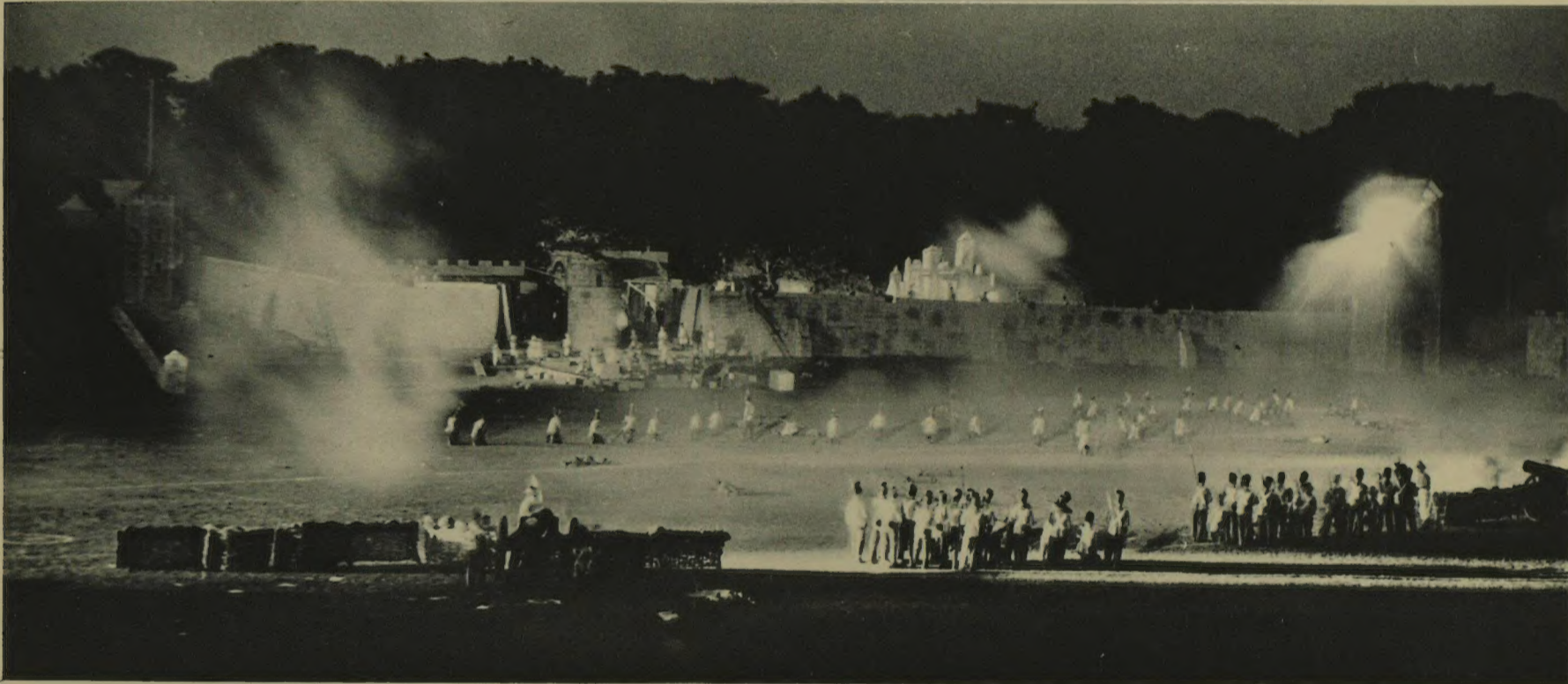
MISS EARHART WITH HER NAVIGATOR, CAPTAIN NOONAN (LEFT): A PHOTOGRAPH TAKEN AT KARACHI, WHILE THEY WERE ON THEIR WORLD FLIGHT.

Miss Earhart, the story of whose plight in mid-Pacific is given under a portrait of her on our Notebook page, had with her Captain Noonan, as navigator. This expert hoped to aid her in finding Howland Island, little more than a sandbank in the vast expanse of the Pacific. It appears that no aeroplane had ever alighted there, although it was hoped to use it as a base on the Hawaii-Australia service.



THE CORONATION OF THE KING OF THE POLISH GYPSIES AT WARSAW: THE NEW MONARCH IN HIS ROBES—BORROWED FROM THE WARSAW OPERA HOUSE.

Janusz Kwiek was elected and crowned King of the Polish gypsies on July 4, on the football field of the Army Stadium at Warsaw, in the presence of many distinguished spectators. The electoral college comprised gypsy senators in full evening dress. The Coronation Chair and robes were borrowed from the Warsaw Opera House. The crown had been specially made.



THE NORTHERN COMMAND TATTOO AT ROUNDHAY PARK, LEEDS:

The Northern Command Tattoo opened at Roundhay Park, Leeds, on July 1. One of the greatest set-pieces of the Tattoo was the staging of the last phase of the famous siege of San Sebastian by General Graham's troops, in 1813. This was enacted by the 1st Battalion, the Royal Scots, and

THE PRINCIPAL SET-PIECE—THE SIEGE OF SAN SEBASTIAN IN 1813.

2nd Battalion, the Royal Ulster Rifles. In contrast to the realism of this was the fun and fantasy of an army of "wooden soldiers." This was composed of boys from the Royal Corps of Signals. Other episodes were a trick motor-cycling display, and an impressive physical training display.



THE NEW STREAMLINED EXPRESSES TO THE NORTH: THE L.M.S. "CORONATION SCOT," WHICH BROKE THE BRITISH SPEED RECORD DURING A TRIAL RUN.

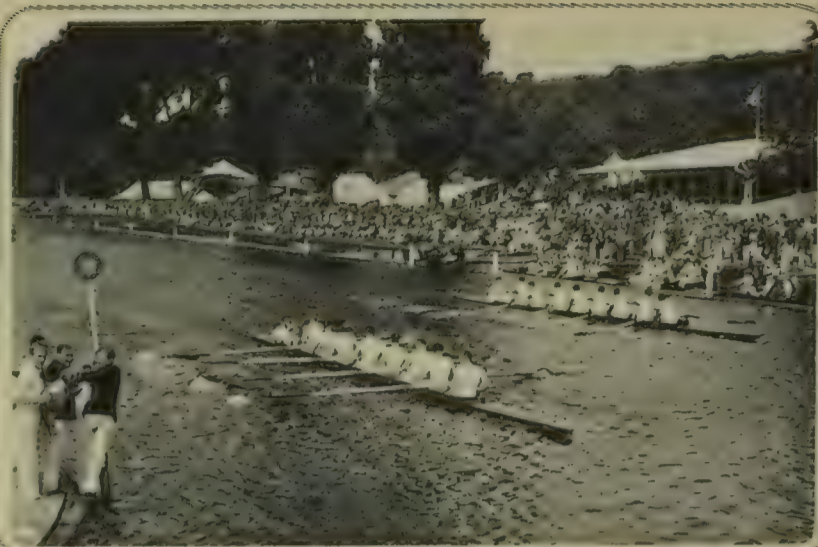
Four trains, each drawn by the latest type of streamlined engine, inaugurated new services between London and Scotland on July 5. The engines which drew the L.M.S. trains were the "Coronation" and "Queen Elizabeth." Features of the run were the locomotives' rapid acceleration, and the fast ascents of Shap Fell and Beattock. The trains were scheduled to maintain an overall average speed of 61.7 m.p.h.



STREAMLINED ENGINES THAT DRAW THE NEW L.N.E.R. LONDON-EDINBURGH EXPRESSES: A GROUP INCLUDING THREE ENGINES NAMED AFTER BRITISH DOMINIONS.

The L.N.E.R. Coronation expresses were inaugurated on July 5, like the L.M.S. "Coronation Scot." The southbound express from Edinburgh was drawn by the "Dominion of Canada," which is seen in the centre of the above group. The other locomotives are (l. to r.) "Dominion of New Zealand," "Empire of India," "Union of South Africa," and "Golden Eagle." The northbound train, drawn by the "Commonwealth of Australia," made a record run to York.

TENNIS, ROWING, AND GOLF: A GREAT WEEK IN THE WORLD OF SPORT.



THE GRAND CHALLENGE CUP AT HENLEY: RUDERGESELLSCHAFT WIKING CREW (GERMANY) WINNING FROM JESUS COLLEGE, CAMBRIDGE, "A" CREW AFTER AN EXCITING RACE.



WINNING THE THAMES CHALLENGE CUP FOR THE SECOND YEAR IN SUCCESSION, IN THE FASTEST TIME OF THE DAY: TABOR ACADEMY (U.S.A.) FINISHING FROM LONDON ROWING CLUB "B" CREW.



WINNERS OF THE MEN'S DOUBLES CHAMPIONSHIP AT WIMBLEDON: G. MAKO (LEFT) AND DONALD BUDGE, THE NEW MEN'S SINGLES CHAMPION AND MIXED DOUBLES CHAMPION.



THE NEW WOMEN'S SINGLES CHAMPION AT WIMBLEDON: MISS DOROTHY ROUND (GREAT BRITAIN) WHO BEAT Mlle. JEDRZEJOWSKA, CHAMPION OF POLAND, IN THE FINAL.



WINNERS OF THE WOMEN'S DOUBLES CHAMPIONSHIP AT WIMBLEDON: MISS A. M. YORKE (GREAT BRITAIN) AND MME. R. MATHIEU (FRANCE), WHO BEAT MRS. M. R. KING AND MRS. J. B. PITTMAN.



WINNER OF THE DIAMOND CHALLENGE SCULLS AT HENLEY: J. HASENOHRL (RUDER-VEREIN ELLIDA, AUSTRIA) BEING CONGRATULATED BY J. F. COULSON (ARGONAUT R.C., CANADA), WHO HIT THE PILES A FEW LENGTHS ABOVE THE QUARTER-MILE.



THE UNITED STATES WIN THE RYDER CUP FOR THE FIRST TIME IN BRITAIN: WALTER HAGEN, THE NON-PLAYING CAPTAIN OF THE AMERICAN TEAM, RECEIVING THE TROPHY FROM LORD WARDINTON AT SOUTHPORT

Interest which was but lately centred on the Ryder Cup match, which the United States won by four points, was soon turned to those other sporting events at Henley and Wimbledon. Of the Ryder Cup matches the United States have now won four and Britain two, and this is the first occasion that the visiting team has been successful. The Americans won the foursomes by two games to one, with one halved, and the singles by five games to two, with one halved.—At Henley, the Rudergesellschaft Wiking crew and Jesus College, Cambridge, "A" crew provided an exciting race in the final for the Grand Challenge Cup. The Jesus crew led up to the Mile, but then the Germans drew ahead and finished strongly. The Thames Challenge Cup was won for the second year in succession by Tabor

Academy (U.S.A.) in the fastest time of the day (7 mins. 31 secs.), and J. Hasenohrl (Austria) won the Diamonds. His opponent, J. F. Coulson (Canada), had the misfortune to strike the piles above the quarter-mile when he was leading by a few feet.—At Wimbledon Donald Budge (U.S.A.) won the Men's Singles, the Men's Doubles with G. Mako, and the Mixed Doubles with Miss A. Marble. The Women's Doubles were won by Mme. R. Mathieu (France) and Miss A. M. Yorke (G.B.), while Miss Dorothy Round (G.B.) became the new Women's Singles champion, by beating Mlle. P. J. Jedrzejowska, the champion of Poland, after a thrilling match. She was previously champion in 1934, and runner-up to Mrs. Wills-Moody in 1933. Last year she was defeated in the fifth round by Fru. Sperling.

ROYALTY HONOURS BRITAIN'S FIRST "FESTIVAL OF YOUTH":

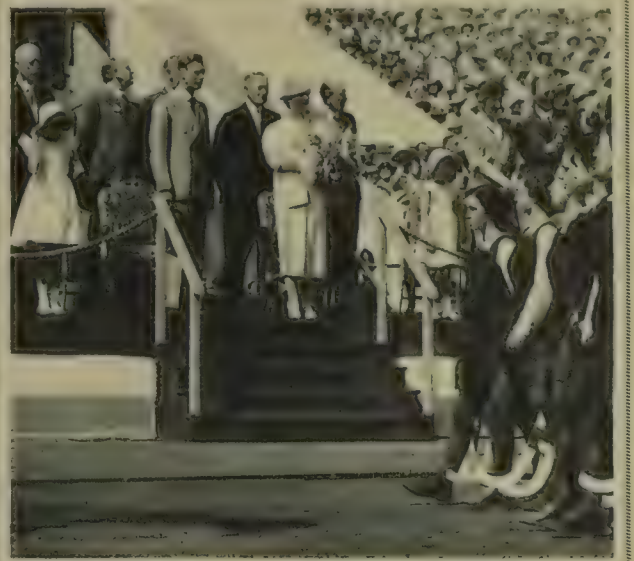


THE ROYAL FAMILY AT BRITAIN'S FIRST "FESTIVAL OF YOUTH": H.M. PRESENTED WITH A GOLDEN REPLICA OF THE "FIGURE OF YOUTH," ILLUSTRATED ON THE RIGHT.

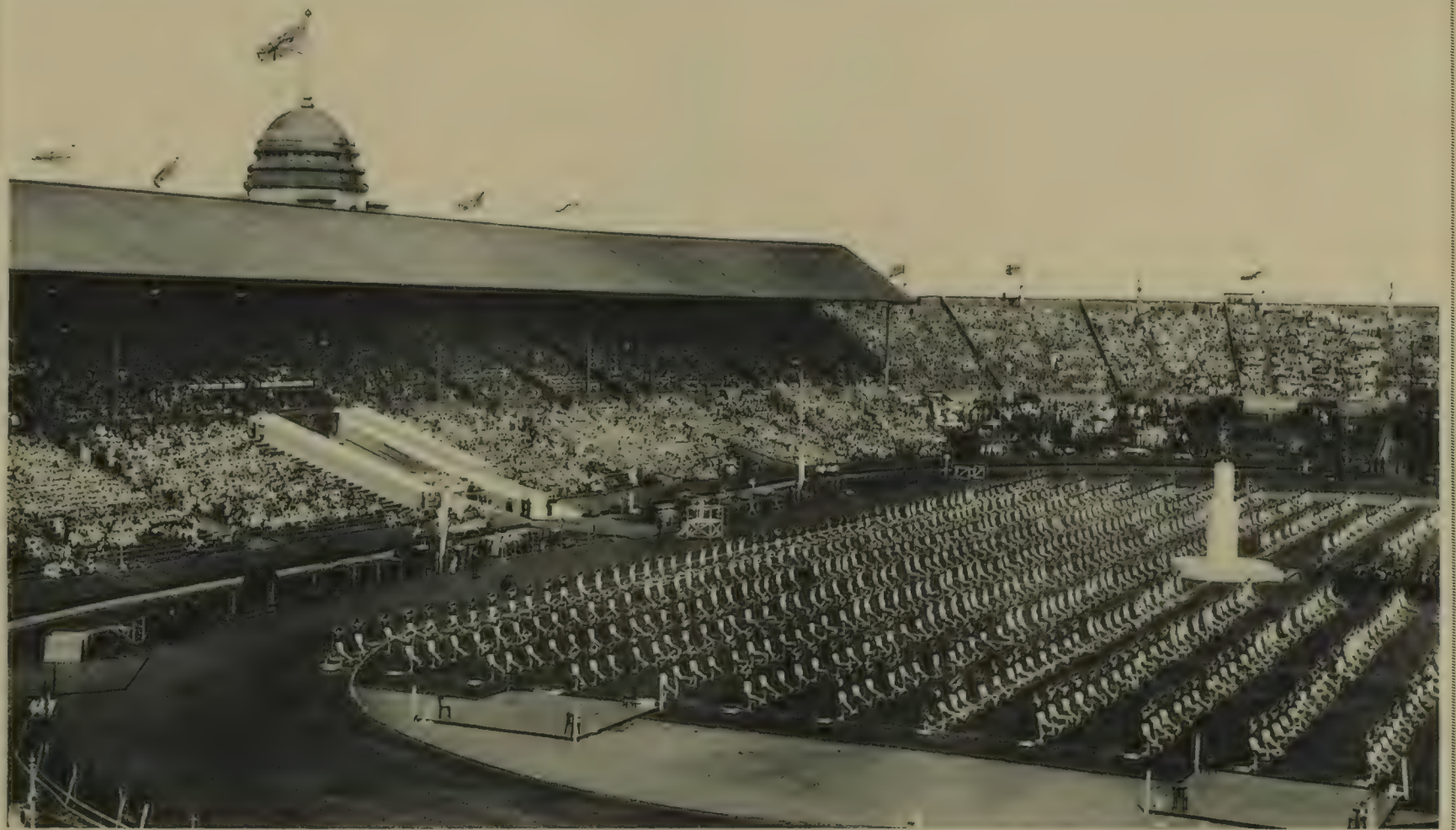


THE "FIGURE OF YOUTH": THE SYMBOLICAL TORCH-BEARING ATHLETE IN WEMBLEY STADIUM.

THE KING AND QUEEN AT THE GREAT DISPLAY AT WEMBLEY.



THE ROYAL VISITORS AT WEMBLEY: KING GEORGE AND QUEEN ELIZABETH; WITH PRINCESS ELIZABETH (LEFT) AND PRINCESS MARGARET (RIGHT) WATCHING THE MARCH-PAST.



A MASS GYMNASTIC DISPLAY BEFORE THEIR MAJESTIES, IN WEMBLEY STADIUM: IMPRESSIVE EVIDENCE OF THE POPULAR SUPPORT WHICH IS BEING GIVEN TO THE MOVEMENT FOR A "FITTER BRITAIN."

THEIR MAJESTIES the

King and Queen, with the two Princesses, attended Britain's first "Festival of Youth" at the Empire Stadium, Wembley, on July 3. The royal party were welcomed by a fanfare sounded by State trumpeters from the plinth of the big "Figure of Youth" which dominated the arena. This figure, the symbol of the King George V. Jubilee Trust Fund, was represented as holding aloft a blazing torch. Lord Hampden, chairman of the organising committee, and Lord Mottistone received their Majesties. After the National Anthem had been sung, the march-past began. This was headed by the Boys' Brigade, followed by

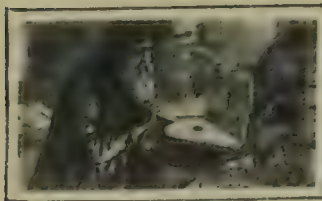
(Continued opposite.)



THE "WOMEN'S LEAGUE OF HEALTH AND BEAUTY" MARCHING PAST THE ROYAL VISITORS: MEMBERS OF AN ASSOCIATION WHICH WAS RESPONSIBLE FOR A PARTICULARLY ATTRACTIVE DISPLAY.

(Continued.)

the Girls' Guildry, the British Association for Physical Training, the Girl Guides' Association, the "Women's League of Health and Beauty," and representatives of a number of other organisations. The royal party then left the dais and were conducted to the Royal Box. Clifford Simmons, aged thirteen, of Bermondsey, selected for the duty by his comrades of the Boys' Brigade, presented to the King a gold replica of the "Figure of Youth." Their Majesties then witnessed a number of items, including a physical training display by the Boys' Brigade, maypole dancing, educational gymnastics, and a beautiful display by members of the "Women's League of Health and Beauty."



THE WORLD OF SCIENCE.



BIRDS IN THE GARDEN.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

A FEW evenings ago, a young blackbird flew with great force against my study window, and when I ran out I found the poor little thing dead on the ground. Two days later, another was found dead on the gravel path. In the conspicuously dark barring of the breast, both these birds—which proved to be males—surprised me not a little. For when I came to compare them with a female of about the same age, the contrast was great, since here the barring of the breast presented a blurred effect, and the ochreous shaft-streaks of the head and back were also far less distinct.

The barred plumage of fledgling blackbirds has never, apparently, aroused the serious attention of ornithologists. But it seems to me to throw an interesting side-light on the evolution of the coloration of the plumage, whereby we distinguish our several species of thrushes. This, in the typical thrushes, is commonly described as "spotted" on the breast, which is true, however, only of the missel-thrush—our largest species. Herein, both in adult and young, we find very sharply defined spots, which in the adult show a conspicuously transverse widening; in the young they are almost round. In the adult song-thrush, the markings on the fore-breast are triangular, passing into streaks on the flanks. But in the juvenile plumage the flanks are distinctly spotted; while on the fore-breast the apex of the triangle is blunted, so that rather elongated spots result. In the redwing, the breast is unequivocally streaked; while on the breast of the fieldfare the dark markings may be described as somewhat arrow-headed.

When we come to survey these birds as a series, we find they agree with the general sequence which obtains in the evolution of "resplendent" plumage. All have passed the first stage, where the male and female are both alike, and dull-coloured, when adult, and wherein the young resemble them, having a

by shaft-streaks of an ochreous hue, as in the thrushes. In the redwing, fieldfare, song-thrush, and missel-thrush, we find both adults and young wearing a "resplendent" livery, but with an intensification of this "splendour" passing from the redwing, through the fieldfare, to the song-thrush and the missel-thrush, the last-named being the final term of the series. All these, during the year, are to be seen in almost any part of our English countryside.

Wherever we turn, we find that "resplendent" plumage is first developed in the male. Then the

shade. The adults, in their "winter" dress, are green, the cock being distinguished by his jet-black wings and tail. But in the spring he assumes what I prefer to call his "nuptial" rather than his "summer" plumage, wherein the whole body, save only the wings and tail, takes on a rich crimson colour, contrasting finely with the black wings and tail.

Herein we have some really helpful suggestions as to the mode of the evolution of resplendent colours in birds. For they seem to be somewhat intimately associated with the "ferment" of the sexual activities. Where these, at last, first begin to engender an intensification of pigmentation, this is manifested in the males, till finally, as in the scarlet tanager, he comes to assume a strikingly distinctive "nuptial" dress. Then the really old female begins to assume the coloration of her mate, her plumage, as in this tanager, taking on an orange hue, and her wing- and tail-feathers becoming more or less black; while the young, at their first autumn moult, acquire a greenish hue like that of the female. Thus, then, in the course of countless generations, the ancestral plumages are slowly "dropped," the male being the first to change. The adult female follows, and then the immature males begin to follow along the track of the female. Finally, it has come about that both sexes, at all ages, attain to a permanent resplendent livery. That is to say, the once "nuptial" dress of the male becomes at last a fixed heritage, as in our kingfisher.

Finally, it is interesting to note that in the black-cock and the jungle-fowl, wherein the males alone wear a resplendent dress, the last traces of the earlier, dull-coloured "female" dress make a brief annual appearance at the end of the summer, when the head and neck feathers are temporarily moulted and replaced by dull brown feathers resembling those of the hen. This represents, so to speak, a final expiring



SHOWING THE BREAST MARKED BY TRANSVERSE BARS, WHICH FORM THE TIPS OF GREYISH-WHITE FEATHERS OF A LOOSER TEXTURE THAN IN THE ADULT, AND NOT BY SPOTS, AS IN THRUSHES OF THE SAME AGE: A MALE FLEDGLING BLACKBIRD.

female, during successive generations, slowly advances towards his coloration, leaving the dull, ancestral coloration to the young. Our robin furnishes a good example of this succession of plumages. For here both sexes, when adult, are highly coloured, while the young are dull-coloured, and do not in the least resemble their parents.

We find some interesting phases in this evolution of plumages when our survey is widened. In our common gannet, for example, the nestling is clothed in a mass of long white down. This is succeeded by a dark brown, almost black, dress, with white spots, to be finally replaced by a return to a white plumage! It takes, however, *six years* for its completion, whereas, in the thrushes just described, the juvenile dress is succeeded only a few weeks later by that of the adult. But what governs this curious sequence of plumage, in the case of the gannet—first white, then black, then white again? What induces the de-pigmentation of the adult?

The adult dress of the thrush tribe, attained after the first moult, is reproduced through each succeeding moult throughout life. But there are many species where two successive plumages are worn every year. One of these is known as the "winter" and the other the "summer" dress—an unfortunate designation, since it conceals some very remarkable facts. For this "winter" dress is to be regarded as answering to an ancestral adult plumage. Among the great assemblage of "passerine" birds, to which the thrushes belong, such seasonal changes are rare, while they are common among some others, such as the plover tribe.

Among the passerines of our gardens, which develop two plumages in each year, I may cite the pied wagtail. But a far more arresting illustration is furnished by the American scarlet tanager (*Pyrrhura erythromelas*), wherein the young of both sexes, in their first plumage, are of a greyish-fawn colour, streaked with a darker



WITH NARROW YELLOWISH STRIPES RUNNING DOWN THE SHAFTS OF THE FEATHERS, AS IN THE THRUSHES: THE BACK OF A MALE FLEDGLING BLACKBIRD WHOSE PLUMAGE, OF A SUBFUSCIOUS HUE, AS A WHOLE CONTRASTS STRONGLY WITH THE PALE YELLOW BREAST OF THE SONG-THRUSH—THE TAIL AND WING-QUILLS ARE BLACK.

similar livery, but of an even more primitive coloration. But the blackbird is a laggard, since here only the male has advanced to assume a deeply pigmented plumage of glossy black, while the female is still of a dull brown. The young have a livery of their own, characterised by the strongly barred underparts, and the feathers of the head and back marked



THE BREAST-VIEW OF A FLEDGLING SONG-THRUSH, SHOWING BOTH ROUND AND ELONGATED BLACK SPOTS ON A PALE YELLOW BACKGROUND (THE BUFF SHAFT-STREAKS ON THE BACK ARE WIDER THAN IN THE YOUNG BLACKBIRD).

effort to produce a "winter plumage." Of course, only the broad outlines of this fascinating theme of the evolution of resplendent plumage can be compressed into a single essay. But enough has been said, I hope, to show that the birds of our garden would come to mean much more to us if only we could arouse a little curiosity as to how they live and move and have their being.

MADRID IN THE FIRING LINE: SHELLS—AND NONCHALANCE.

PHOTOGRAPHS BY LUCIEN VOGEL.



IN MADRID, WHICH EIGHT MONTHS' "STRAFING" HAS SO FAR FAILED TO DEPOPULATE: A BARRICADED STREET LEADING TO THE FRONT LINE.



THE DEFENDERS OF MADRID: A GOVERNMENT TRENCH UNDER THE WALLS OF THE MODEL PRISON IN THE NORTH-WEST QUARTER.



AFTER A DIRECT HIT ON A CAFÉ—THE PICCADILLY BAR—WHEN IT WAS FULL: A CROWD COLLECTING BEFORE THE SMOKE HAS BLOWN AWAY.



IN THE PUERTA DEL SOL—STILL THROGGED ON SUNDAYS—AFTER A SHELL HAD FALLEN: A GROUP OF PASSERS-BY DISCUSSING THE EVENT.

The following details are taken from a most interesting description of a Sunday spent in Madrid by Philippe Lamour, recently printed in our French contemporary "L'Illustration." At four o'clock in the afternoon, the writer finds himself in the Puerta del Sol, the "Piccadilly Circus" of Madrid. The place is black with people. Certain cafés serve beer on Sundays and thus are crowded. As the writer's party were passing the entry to the Calle Tetuan, a shell struck the façade of one of the houses, already gutted by bomb explosions. The crowd gave way instinctively and

began to make off. Only some very small boys, *muchachos* of five or six, long inured to this sort of thing, flocked to the spot, and were found squabbling over fragments of shell, still so hot that they burned the fingers. Five minutes later there was another explosion. Smoke issued from the Piccadilly Bar in the Calle Mayor. It was a direct hit—and the place was crowded. Further details of life in Madrid recorded by this visitor, appear on the following page, together with photographs of the front line in the North-West suburbs.

MADRID IN THE FIGHTING LINE: NO MAN'S LAND IN THE

PHOTOGRAPHS BY



NORTH-WEST SUBURBS—AFTER EIGHT MONTHS' "STRAFING."

LUCIEN VOGEL.



THE NORTH-WEST SUBURBS OF THE FIGHTING IN FRONT OF THE SEEN FROM THE GOVERNMENT LINES, LEFT, AND A GOVERNMENT SHELTER HOSPITAL CLINICO UNIVERSITY CITY, ACTIVITY; AND (RIGHT) THE CANCER HOLE, WITH THE CASA DE VELAS-

THE following are further details recorded by Philippe Lamour during a Sunday spent by him in Madrid. The writer describes the opening of the day's "strafe," beginning with a few desultory shells at 7.30, and, by 9.0, an unrelenting rain of light projectiles—no heavy artillery being used. At 10.0 he is down by the University City. The Government troops in the line have not lost their Spanish love of being comfortable. The writer comes across the garrison of a pill-box, installed in some old Louis XV. arm-chair. A young officer looks over the pretty country to the west and remarks, "About this time last year I went out there with my children." In the Casa del Campo the battlefield reminds the writer of the "Bois de Boulogne en guerre." The writer then describes the scene after a shell had fallen in the Calle de Lepanto. "Already an old woman, wielding a broom, is busy sweeping away the broken plaster on the pavement. She

MADRID, AFTER EIGHT MONTHS OF CITY: (ABOVE) THE WEST PARK, WITH THE MODEL PRISON ON THE ON THE RIGHT; (BELOW, LEFT) THE RECENTLY THE SCENE OF MINING INSTITUTE, SEEN THROUGH A LOOP-HOLE, WITH THE CASA DE VELAS-

mutters curses between her teeth. We go up to her and she shows us another shell-hole in the front of the house, now carefully plastered over. 'That's twice in a month,' she observes. 'You can't keep the place clean,' and goes back to her work deeply angered.' In the evening the visitor again finds himself on the Puerta del Sol. Here the hooting of motor-horns is answered by the clanging of tram-car bells, and the clamour from some of the fifty cinemas which have remained open within a thousand yards of the front. Newsboys call out the latest. The cafés on the pavements are full. Madrid is the same as ever, and there is nothing in the demeanour of the people that would lead you to believe that there is a war on anywhere, least of all just at the end of the street, beyond the last barricade, where stops a tram that, on payment of a penny fare, will deposit a man going up to the line a few yards away from the trenches.



IN BILBAO, AFTER ITS FALL: THE POPULATION UNDER FRANCO'S RULE.



IN BILBAO, AFTER ITS FALL: THE BRIDGE OF ISABEL II. METHODICALLY DESTROYED BY THE RETREATING BASQUES, IN AN AREA APPARENTLY OTHERWISE UNSCARRED BY WAR.



THE DEFEATED BASQUES, AFTER THE FALL OF BILBAO: A BODY OF PRISONERS TAKEN BY GENERAL FRANCO'S TROOPS MARCHING THROUGH THE STREETS OF THEIR FORMER CAPITAL.

GENERAL FRANCO'S troops entered Bilbao on June 19. The Basques evacuated their capital and prevented Anarchists and Asturians from fighting in the streets. The bridges over the River Nervion were blown up early in the morning of the 19th. The electricity supply and the water supply were also cut off. The only means of communication between the new town and the old were ferryboats and a make-shift bridge of coal barges rigged up by some Basques. But the main requirement of the inhabitants was food. Caravans of provisions were sent in. The population on June 22 was able to obtain white bread for the first time for many days. This had come from San Sebastian. Open-air markets soon began to function and workshops to reopen. Electric light was restored on June 21, but water could still only be obtained with some difficulty.



A TEMPORARY BRIDGE OVER THE NERVION, THAT WAS FOR SOME TIME THE ONLY CONNECTION BETWEEN THE OLD AND THE NEW TOWN AT BILBAO: THE STRUCTURE OF PLANKS AND BARGES THAT HAD TO BE ESTABLISHED.



THE REORGANISATION OF THE FOOD SUPPLY WHICH FOLLOWED THE ENTRY OF GENERAL FRANCO'S TROOPS AND THE OPENING UP OF COMMUNICATIONS TO THE EAST: SOLDIERS AND CIVILIANS CROWDING ROUND A LORRY.



ANOTHER SIGHT WHICH BECAME COMMON IN BILBAO AFTER IT HAD FALLEN TO GENERAL FRANCO: REFUGEES RETURNING WITH THEIR BELONGINGS.

TYPES OF GENERAL FRANCO'S FORCES: MORE TEJADA DRAWINGS.

FROM THE DRAWINGS BY CARLOS S. DE TEJADA.



WITH THE FORCES OF GENERAL FRANCO THAT CAPTURED BILBAO: AN OFFICER ESTABLISHING A MACHINE-GUN POST.



THE COMMANDER OF A FASCIST ARMoured CAR UNIT ON THE ALAVA FRONT (SOUTH OF BILBAO): CAPTAIN H. DE TEJADA, WEARING THE PARTY'S BLUE SHIRT.



ON THE MADRID FRONT, WHERE FIGHTING WAS RECENTLY RENEWED: CARLIST REQUETE BOMBERS, WEARING SHEEPSKIN JACKETS FOR COLD WEATHER.



REQUETES MOUNTING GUARD OVER THE "VIRGIN OF THE PILLAR" AT SARAGOSSA: A SAINT NOMINATED A "CAPTAIN" OF THE ANTI-MARXIST FORCES.

We have already reproduced a number of Señor Carlos de Tejada's graphic drawings of the war in Spain, including one in colour in our issue of July 3. The drawings on this page show different types of troops fighting for General Franco. Of Captain de Tejada the artist writes: "The captain commands Fascist Volunteers, and for that reason wears the blue Fascist shirt and the emblem of the Falange Española, the arrows and the yoke. . . . The tanks, before going into action, are adorned with figures of Christ or of the Virgin." The Virgin

of El Pilar (seen in the fourth illustration) is regarded with great reverence in Spain. She is the patroness and "palladium" of Saragossa. A note by the artist reads: "This celebrated Virgin . . . has been appointed 'captain' of the forces which have taken the field against Marxism. For this reason she is given a guard of honour both by day and by night." In this illustration the guard is composed of Carlist *Requetes*, a father being shown on duty beside his son, not an uncommon occurrence, according to the artist.

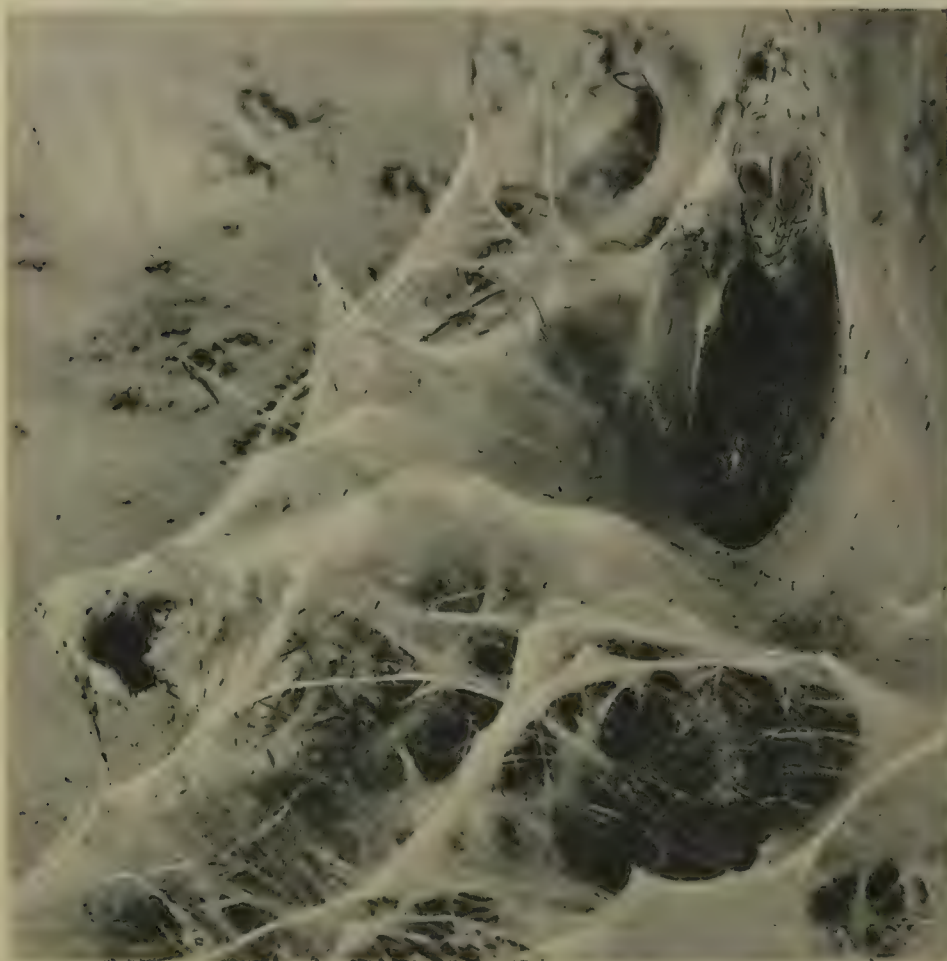
BRINGING WINTER INTO SUMMER: TRANSFORMATION BY CATERPILLARS.



SHOWING THE REMARKABLE STRENGTH OF THE FILM-LIKE WEB: A ROW OF TREES INFESTED BY CATERPILLARS ON THE BANKS OF THE RIVER WAVENEY, NEAR BECCLES.



COMPLETELY COVERING THE LEAVES ON WHICH THEY FEED WITH A SHROUD OF WHITE SILKEN THREADS: A TREE-BOUGH INFESTED WITH THOUSANDS OF CATERPILLARS OF THE SMALL ERMINE-MOTH, WHICH IS NORMALLY FOUND ONLY IN THE SOUTH



AS IF COVERED BY A LAYER OF SNOW: THE BASE OF ONE OF THE WILLOWS IN THE WAVENEY VALLEY ENVELOPED IN THE CATERPILLARS' SILKY WEB WHICH SPREAD OVER GRASS, RUSHES, AND STONES.



STANDING GHOST-LIKE ON THE RIVER-BANK: A WILLOW SHROUDED IN THE FILMY WEB SPUN ALL ROUND IT AND PRESENTING, WITH ITS WINTRY LOOK, A CURIOUS CONTRAST WITH THE SUMMER FOLIAGE IN THE BACKGROUND.

These extraordinary photographs were taken on the borders of Norfolk and Suffolk, where hundreds of willow trees along a six-miles' stretch of the River Waveney, from Beccles to Burgh St. Peter, have become infested with caterpillars. These are the larvæ of the small Ermine-moth (*Hyponomeuta padis*), which form webs on the trees they feed on. The moth has satin-like white fore-wings bearing longitudinal rows of black dots. A more familiar species is *Hyponomeuta malinella*, which lays its eggs on apple-trees in our orchards, and the larvæ of

which bind the leaves together with a silken net. The small Ermine-moth, however, is somewhat of a rarity, even in the south of England, and though it may have been carried on some vehicle from Sussex or Dorset, it is thought more probable that it came originally from the Continent. Farmers in the district fear that the horde of caterpillars may turn from the trees and attack their crops and orchards, and are prepared to deal with the invasion by means of lead arsenite spraying. It is likely, however, that the caterpillars will turn into

[Continued opposite.]

GHOSTLY TREES IN SILKEN SHROUDS: HOSTS TO A CATERPILLAR PLAGUE.



COVERED WITH WHITE FILM-LIKE WEBS WHICH GIVE THE TREES A WINTRY ASPECT: THE EXTRAORDINARY EFFECT CREATED BY A PLAGUE OF LARVÆ OF THE SMALL ERMINE-MOTH IN EAST ANGLIA.

Continued.

chrysalides before that danger can develop. If the moth should become established in the district the caterpillar "invasion" would be an unpleasant and annual event from which the trees would eventually die, but Mr. J. C. F. Fryer, director of the Plant Pathological Laboratory of the Ministry of Agriculture, is reported to have said: "The small Ermine-moth is well known on the Continent, and has been known to reach this country by barges and ships, and even by flying after the larval stage. Last year I produced a parasite from the 'small Ermine' larvæ

which, if introduced into the stricken district would destroy all larvæ that survived the winters in about three or four years." It would therefore appear that a solution of the problem is already available. Scotland is also suffering from a caterpillar plague, for thousands of acres of pasture land between Luss and the eastern end of the Ochil Hills, a distance of about fifty miles, have been damaged by the larvæ of the Antler-moth; and there is a similar plague, though on a smaller scale, in Westmorland and Cumberland.

THE REAL "LADY WITH THE LAMP."

BEING AN APPRECIATION OF

"FLORENCE NIGHTINGALE": By MARGARET GOLDSMITH.*

(PUBLISHED BY HODDER AND STOUGHTON.)

MISS GOLDSMITH'S aim in this book is to displace a legend and substitute a real woman: to show us Florence Nightingale the statistician, the great organiser, the hard taskmistress, instead of the "lady with the lamp" whose "essential saintliness" has seldom been questioned.

Her narrative is full of interest, at times exciting; but I cannot altogether agree that there is a "myth." In Florence's own day there was ignorance about her, unquestionably, but for some time the public has been more or less aware that this Victorian idol was a great organiser, and that she was a bit of a tartar. Besides, the "lady with the lamp" did exist. And she may well be called saintly. Many great saints have been realistic enough; many have been dictatorial and exacting in the service of God. Florence had always more than a little of St. Teresa in her, and from first to last was inclined to treat her nurses as though they had been nuns of her order. This was all very well in the Crimea, indeed essential; later it became harsh.

Her career affords one of the most impressive examples in history of a true vocation—a vocation that will impose itself, that cannot be thwarted, either by circumstances, or prolonged opposition, or even the hesitation of a divided mind. She was born a lady, in an age when it was axiomatic that "ladies don't work," and that a girl's first duty is to stay at home and obey her parents. Her own sense of duty was religiously strong; nor had she the ugly duckling's motive for wanting to "do something." Socially, she was anything but a failure; new friends wrote admiringly of her "perfect grace and lovely appearance"; she was attractive to men; she could have married extremely well, and, what is more, she could have married for love. But in early youth she had received a "call" to God's service—to nurse the sick; and through more than ten years of family opposition she stuck to that.

The struggle was a long agony. "I think," she wrote to her friend Dr. Manning, "the persecution of the Emperor Domitian must be easy to bear, but there is a persecution from those we love, as I daresay you know, which grinds one's very heart out, especially if one is not quite sure one is right."

The chief tormentor was Mrs. Nightingale, who had "obtained by her own exertions the best society in England," and lived in constant terror of losing caste through Florence's vagaries. She had the almost hysterical support of her elder daughter, Parthe (Parthenope), who had no call to interfere, one might think, but who nevertheless made Florence's life wretched year after year. She knew, of course, that her sister's graceful and admired performance of the "daughter at home" concealed a bottomless abyss of contempt for young-ladyhood, and very likely felt herself condemned by this attitude towards a way of life which satisfied her. In revenge, she declared spitefully that Florence "blew a trumpet," and that this gave her (Parthe) indigestion.

The worst of it was that Florence "could not be really happy while she thought she was making her mother suffer. She once called herself a 'murderer' for disturbing her sister's happiness, and neither Parthe nor Mrs. Nightingale had any scruples about exploiting Florence's conscientious attitude to the full. They were willing to employ emotional blackmail, any means in fact, to force her to give up her greatest hope." Florence submitted at the time, but the experience left her very bitter. She wrote years afterwards—

"Women crave for being loved, not for loving. They scream out at you for sympathy all day long, they are incapable of giving any in return. . . . People often say to me, 'You don't know what a wife and mother feels.' 'No,' I say, 'I don't and I'm very glad I don't.' And they don't know what I feel. . . . I am sick with indignation at what wives and mothers will do of the most egregious selfishness. And people call it all maternal or conjugal affection, and think it pretty to say so. No, no, let each person tell the truth from his own experience." Her experience was that children may be "robbed and murdered" by this maternal "affection."

Yet in the darkest hour of the struggle, when she had almost lost hope, Florence refused Monckton Milnes, with whom she was in love (Miss Goldsmith thinks not, but again I cannot agree with her), rather than sacrifice the bare chance of being one day free to obey her call.

At last the Nightingales yielded out of sheer nervousness. Florence might do something *really* impossible—become a Catholic Sister very likely—if they went on opposing her. So, at thirty-three, she was allowed to become superintendent of an "Establishment for Gentlewomen during Illness"—which was at least better than nursing the "lower orders." A year later she was at Scutari.

In parenthesis, it may be observed that Florence Nightingale, one of the ablest "men of action" (not to say women) who ever lived, never once showed herself more superbly

reputation established the status of professional nursing for good and all; nothing could be improper or unlady-like if she did it.

And the Crimea, of course, established her reputation. Also, it changed her from a mere sick-nurse or hospital matron into the large-scale organiser that she was born to be. "It is most astonishing," writes Miss Goldsmith, "that Florence Nightingale, the creator of modern nursing as we know it to-day, had almost no training in her profession." Yet from the first moment in her ladies' hospital she had been quite sure of herself; "she assisted at

major operations, she knew everything a nurse could possibly have known at the time. Her elaborate statistics were as valuable to her as actual experience." And in Turkey she confronted infinitely wider, more complex problems with the same readiness. Throughout her youth she had thought of nursing "only in terms of a personal and individual service to one sick person at a time"; but an hour at Scutari showed her that mere nursing was the least of requirements in that "hell upon earth." Her business was, first, to organise the whole hospital; and next, to reorganise the Army Medical Department from top to bottom.

And this she did.

After her return from the Crimea, she worked anonymously—through Sidney Herbert, or other henchmen. But the reforms were all hers. It was she who compiled the sanitary statistics, and who explained what they meant; who pointed out exactly why a thing must be done, and how it ought to be done. She worked her friends mercilessly, and cowed her enemies by the threat of an appeal to the

public. (This was her strong suit, now that she had become a national idol.) After the War Office, she turned her attention to the India Office. In addition, she was reforming hospitals and workhouse infirmaries. She did the work of ten people, all in the same minute detail, and with the same unflinching vision of the job as a whole. When it came to defining her profession for the census returns she was baffled, and had to ask her friend Dr. Sutherland what to put. "Say: Occupation—None," he suggested.

Feminists were annoyed with her for preferring to work *incognito*, and indeed she showed little theoretical interest in "women's rights." For one thing, she did not believe much in her own sex. "It makes me mad, the Woman's Rights talk about 'the want of a field' for them—when I know I would gladly give £500 a year for a Woman Secretary. And two English Lady Superintendents have told me the same thing. And we can't get one. . . ." But this does not mean that she was opposed to the emancipation of women. She defined her attitude in a letter to J. S. Mill, who had asked her to join the Woman's Suffrage Society—

"That women should have the suffrage, I think no one can be more deeply convinced than I. It is so important for a woman to be a 'person' as you say. But it will be years before you obtain the suffrage for women. And in the mean time there are evils which press much more hardly on women than the want of the suffrage. Could not the existing disabilities as to property and influence of women be swept away by the legislature as it stands at present? . . . Till a married woman can be in possession of her own property, there can be no love or justice."

"It will be years before you obtain the suffrage. . . ." This, I think, is enough to explain Florence's apathy on the "woman question," which strikes Miss Goldsmith as odd. She was a woman of action; she needed something which could be tackled immediately, something she could work at, and not for.

As time went on, she became very impersonal, almost utterly indifferent to human relationships. In youth she had been racked by pity for human suffering; later, says Miss Goldsmith, "she seems to have loved her work more than the human beings who were benefited by it." But in those later years her work was her pity. She had "felt for" the suffering while she could not act for them; later she had no time to sit and be sorry. But the spirit animating her work never changed; it is typical that, although in the first months at Scutari she was too busy to nurse, later she often dressed wounds herself; she was infinitely gentle, and her patients adored her. The "lady with the lamp" is no fiction; it is what Florence Nightingale really was, not to these men only, but to thousands on thousands of British soldiers who never saw her. Her shadow on the wall meant that someone was looking after them, bringing light into the thick darkness of neglect in which they had agonised.

K. J.



"THE LADY WITH THE LAMP": A DRAWING OF FLORENCE NIGHTINGALE IN THE HOSPITAL AT SCUTARI WHICH WAS PUBLISHED IN "THE ILLUSTRATED LONDON NEWS" ON FEBRUARY 24, 1855.

practical than in waiting for her family's consent to begin her career. If she had "run away from home," or done anything that could stamp her as "not quite nice," the Crimean experiment and all the work which grew out of it would have been impossible. No "eccentric" young



FLORENCE NIGHTINGALE AS SHE APPEARED TWO YEARS AFTER THE CRIMEAN WAR: A PHOTOGRAPH TAKEN ABOUT 1858.

Reproduced from "Florence Nightingale."

woman could have wielded Florence's influence in high places, or won the approval and friendship of Queen Victoria, or the enthusiastic, almost idolatrous support of Queen Victoria's subjects. Moreover, Florence's

* "Florence Nightingale." The Woman and the Legend. By Margaret Goldsmith. With Portrait Frontispiece. (Hodder and Stoughton: 15s.)

THE ALTITUDE RECORD REGAINED FOR BRITAIN: FLT.-LIEUT. M. J. ADAM ASCENDS OVER TEN MILES.



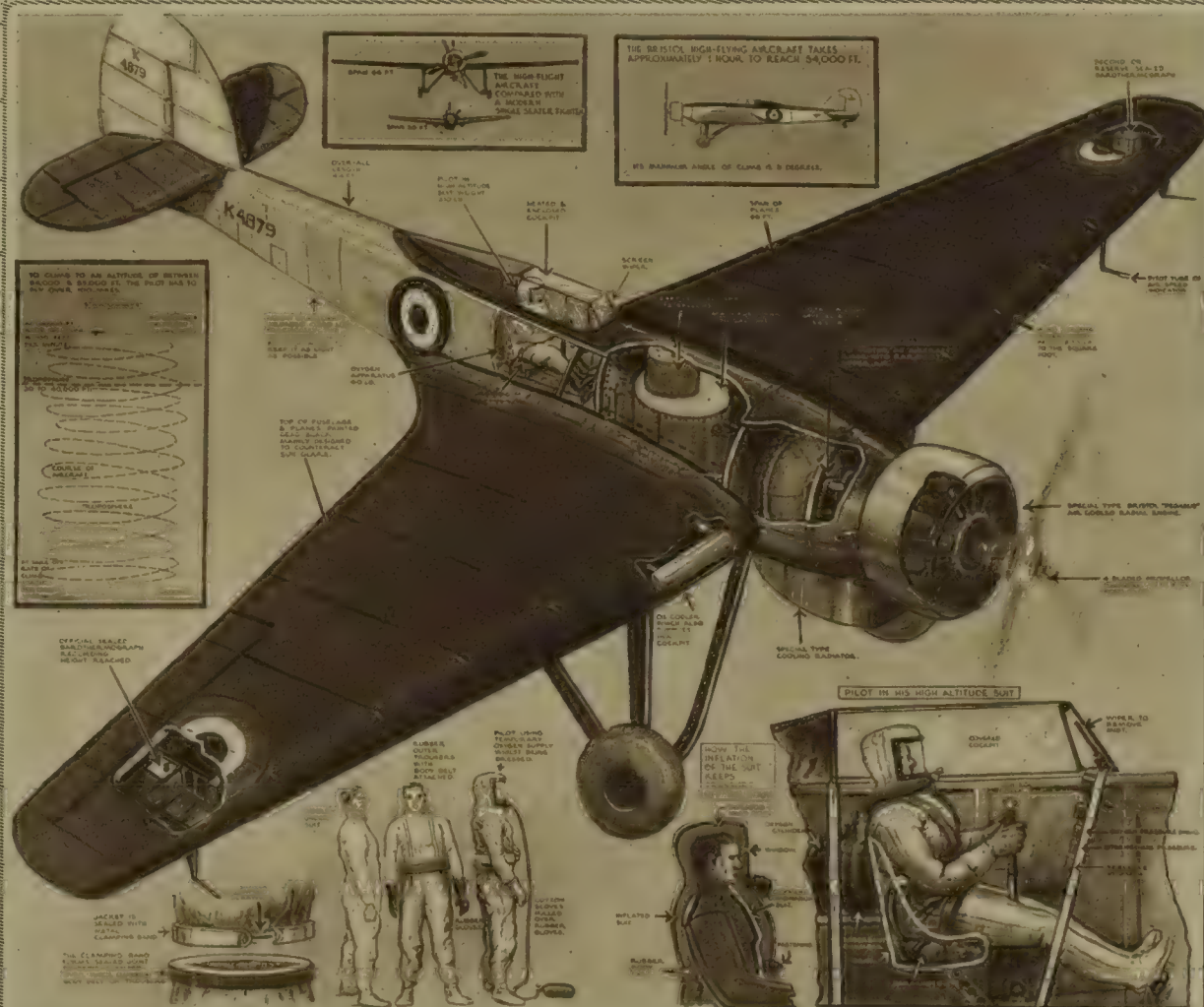
FLT.-LT. M. J. ADAM. Formerly a divinity student. Aged twenty-eight. Joined the R.A.F. on February 15, 1935, and was promoted F.L.T.-Lieut. on Feb. 3, 1936.

WEARING A HIGH-ALTITUDE PRESSURE SUIT: FLT.-LIEUT. M. J. ADAM ENTERING THE SPECIAL BRISTOL AEROPLANE IN WHICH HE REGAINED THE HEIGHT RECORD FROM ITALY.

HAVING THE SECTIONS OF HIS SUIT JOINED TOGETHER AND A TEMPORARY SUPPLY OF OXYGEN TURNED ON: FLT.-LIEUT. ADAM PREPARING FOR HIS RECORD FLIGHT.

HEIGHT RECORDS.		
HEIGHT (IN FEET) AND MACHINE.	DATE AND PILOT.	
509 Antoinette	Aug. 29, 1909	Latham (French)
984 Wright	Oct. 18, 1909	Lambert (French)
1486 Antoinette	Dec. 18, 1909	Latham (French)
3281 Antoinette	Jan. 7, 1910	Latham (French)
3967 H. Farman	Jan. 12, 1910	Paulhan (French)
4380 Wright	June 14, 1910	Brookins (American)
4540 Antoinette	July 7, 1910	Latham (French)
6234 Wright	July 10, 1910	Brookins (American)
6601 Blériot	Aug. 11, 1910	Drexel (American)
8471 Blériot	Sept. 3, 1910	Morane (French)
8488 Blériot	Sept. 8, 1910	Chavex (French)
9121 H. Farman	Oct. 1, 1910	Wynmalen (French)
9449 Blériot	Oct. 10, 1910	Drexel (American)
9712 Wright	Oct. 31, 1910	Johnston (American)
10,171 Blériot	Dec. 8, 1910	Legagneux (French)
10,423 H. Farman	July 8, 1911	Loridan (French)
10,466 Blériot	Aug. 9, 1911	Félix (French)
12,828 Blériot	Sept. 4, 1911	Garros (French)
16,076 Blériot	Sept. 6, 1912	Garros (French)

HEIGHT RECORDS.		
HEIGHT (IN FEET) AND MACHINE.	DATE AND PILOT.	
17,881 Morane	Sept. 17, 1912	Legagneux (French)
18,405 Morane	Dec. 11, 1912	Garros (French)
19,291 Blériot	March 11, 1913	Perreyon (French)
20,079 Blériot	Dec. 28, 1913	Legagneux (French)
33,114 Lepère	Feb. 27, 1920	Shroeder (American)
34,508 Lepère	Sept. 18, 1921	Macready (American)
35,240 Nieuport	Sept. 5, 1923	Sadi-Lecointe (French)
36,565 Nieuport	Oct. 30, 1923	Sadi-Lecointe (French)
38,419 Wright	July 25, 1927	Champion (American)
39,141 Wright	May 8, 1929	Soucek (American)
41,795 Junkers	May 26, 1929	Neuenhoffer (German)
43,167 Wright	June 4, 1930	Soucek (American)
43,977 Vickers	Sept. 16, 1932	Uwins (British)
44,820 Potez	Sept. 28, 1933	Lemoine (French)
47,353 Caproni	April 11, 1934	Donati (Italian)
48,680 Potez	Aug. 14, 1936	Detre (French)
49,967 Bristol	Sept. 28, 1936	Sq.-Leader Swain (British)
51,362 Caproni	May 7, 1937	Lt.-Col. M. Perri (Italian)
53,937 Bristol	June 30, 1937	F.L.T.-Lieut. M. J. Adam (British)



THE BRISTOL "138" AIRCRAFT, AND THE SIEBE-GORMAN HIGH-ALTITUDE PRESSURE SUIT, BY MEANS OF WHICH FLT.-LIEUT. ADAM CREATED A NEW WORLD ALTITUDE RECORD; WITH A TABLE OF FORMER RECORD-HOLDERS.

On June 30 a new world's altitude record for aeroplanes was set up by Britain when Flight-Lieutenant. M. J. Adam reached a height of 53,937 ft. (about ten and a quarter miles). He thus beat the Italian record of 51,362 ft. created on May 7 this year by Lieut.-Colonel Mario Pezzi when he broke Sq.-Leader Swain's record flight made on September 28, 1936. On this attempt F.L.T.-Lieut. Adam wore the same type of high-pressure suit as that used by Sq.-Leader Swain, but slightly modified owing to the experience gained by the previous flight, and he piloted the Bristol "138" with "Pegasus" engine specially designed for high-altitude

flying. The aircraft took off from the aerodrome at Farnborough at 5.40 a.m. and landed there at 7.55 a.m., so that the total flying time was 2 hours 15 min. When the ascent, which took 1 hr. 35 min., began, there was a clear sky and practically no wind. In the upper regions the wind was strong and bad visibility occurred during part of the flight, the sky being completely covered by cloud. Since the previous record was broken by this aircraft last autumn, certain essential researches into the conditions of flight at great heights have been carried out, and the machine will continue to be employed upon work of this character.

BOOKS OF THE DAY.

happily of a tragic character, belongs just now to the subject of Himalayan mountaineering, through the recent German disaster on Nanga Parbat. It was due to no defect or fault in the expedition, but to one of those cataclysms of nature which are among the risks that every climber is prepared to face. Narrow escapes from avalanches are not uncommon in these perilous adventures. The fact that luck failed the Germans this time has evoked once again that sympathy in misfortune which has often before helped to strengthen international goodwill. I hope it may now tend towards the avoidance of any such "avalanche" as the Prime Minister referred to in a recent speech on the European situation.

One memorable occasion, during another expedition, when the luck held at a critical moment, occurs in "THE ASCENT OF NANDA DEVI." By H. W. Tilman. With a Foreword by Dr. T. G. Longstaff, thirty-six Photogravure Plates, and two Maps (Cambridge University Press; 12s. 6d.). Nanda Devi (25,645 ft.) is the highest mountain whose summit has yet been reached by man, and it is also the highest in the British Empire. This tale of a historic achievement, by a small but compact and mobile Anglo-American party, is told in a clear, vigorous style that combines appreciation of nature's grandeur with a delightful vein of humour. I generally eschew that overworked adjective, "gripping," but in this connection it seems definitely appropriate, for the story will certainly grip the reader as hard as the climbers' hands gripped the precipitous rocks. The illustrations are worthy of what Dr. Longstaff calls "the most beautiful country of all High Asia." A link with Nanga Parbat, and a previous catastrophe there, appears in the person of one of the Sherpas employed by the Nanda Devi expedition, a man of "quite outstanding" efficiency. "He had been twice to Kanchenjunga," we read, "and was on Nanga Parbat in 1934, where he was one of the five porters to get down alive from the highest camp, six porters and three Europeans dying on the mountain. It was strange that he should have been overlooked by the Everest and other parties, but their loss was our gain, and he turned out to be a treasure."

The critical incident to which I alluded above happened just before the summit of Nanda Devi was attained by the two members of the expedition to whom was allotted the final stage of the ascent—the author and Mr. N. E. Odell, the geologist who in 1924 twice climbed to Camp VI. (27,000 ft.) on Everest. "We were landed fairly on the final slope," writes Mr. Tilman, "with the summit ridge a bare 300 ft. above us. Presently we were confronted with the choice of a short but very steep snow gully and a longer but less drastic route to the left. We took the first and found the snow reasonably hard owing to the very steep angle at which it lay. After a severe struggle I drew myself out of it on to a long and gently sloping corridor, just below and parallel to the summit ridge. I sat down and drove the axe in deep to hold Odell as he finished the gully. He moved up to join me, and I had just suggested the corridor as a promising line to take, when there was a sudden hiss, and, quicker than thought, a slab of snow about forty yards long slid off the corridor and disappeared down the gully, peeling off a foot of snow as it went. At the lower limit of the avalanche, which was where we were sitting, it actually broke away for a depth of a foot all round my axe to which I was holding. At its upper limit, forty yards up the corridor, it broke

away to a depth of three or four feet. The corridor route had somehow lost its attractiveness. So we finished the climb by the ridge without further adventure, reaching the top at three o'clock."

Many mountaineers, aided and abetted (it must be owned) by the Press, use military terms to describe their exploits, which are, indeed, closely akin to an assault on a fortress. Mr. Tilman remarks on this point: "Parallels drawn from warfare are apt, and difficult to avoid, but they assort very ill with the spirit of mountain climbing." Dr. Longstaff is still more emphatic. "Only three years ago," he recalls, "... I had written that the climbing of this peak would be a sacrilege too horrible to contemplate. I was thinking of the probable self-glorification of man in a 'conquest over Nature at her sublimest,' and of the loss of one more mystery. Yet in the event news of success filled me with delight. A laconic telegram reached me in Shetland: 'Two reached the top August 29': no names. They had deserved the honour: here was humility, not pride."

Standing on the top of Nanda Devi, however, Mr. Tilman seems unable to break himself entirely of warlike analogies. "After the first joy in victory," he writes, "came a feeling of sadness that the

a foe to be fought—a habit typical rather of mythology than modern scientific exploration—finds expression also in "CAMP SIX." An Account of the 1933 Mount Everest Expedition. By F. S. Smythe, author of "Kamet Conquered," "Kangchenjunga Adventure," and "The Spirit of the Hills." With thirty-six Illustrations (Hodder and Stoughton; 18s.). The author recalls that there have been six Everest climbing expeditions, and that a seventh is planned for next year. That of 1933 was the fourth, and it came very near success, unmarred by any such tragedy as the loss of Mallory and Irvine near the summit in 1924. A relic of those gallant men, in the shape of an ice-axe, was found, and Mr. Smythe devotes a chapter to discussing its significance as indicating the place and character of the fatality. He himself was one of three who reached the highest point attained in 1933—about 28,000 ft. His companion, Mr. Eric E. Shipton, could not ascend quite so far. (Camp VI. was situated at 27,400 ft.) In the following year (1934), it should be mentioned, Mr. Shipton accomplished a great feat with Mr. Tilman (author of the first book noticed above) in exploring the approaches to Nanda Devi, and their work (described in Mr. Shipton's book, "Nanda Devi") did much to ensure the success of the later expedition recorded by Mr. Tilman.

Mr. Smythe's present volume is a purely personal record of his own experiences, based on a diary he kept even at

the highest camps, and does not compete with the comprehensive official account of the whole expedition—"Everest, 1933," by Hugh Ruttledge, the leader. Mr. Smythe gives a list of the sixteen members, but, as he refers to them throughout by Christian names or nicknames, and does not provide an index, it is not always easy to identify them in the narrative. Apart from this little difficulty, however, the book is altogether enthralling, not only in the actual climbing scenes, but in the journey from Darjeeling, and the visits to Tibetan monasteries. Equally attractive are the illustrations, which include several photographs lettered to show the routes taken on Everest, with the position and altitude of the various camps and highest points attained by climbers. Most fascinating of all, however, is the author's revelation of his thoughts, feelings, and impressions while struggling upward towards the world's crowning peak.

This chapter, entitled "The Assault," is enough to make the reader's flesh creep while following the climber's incredible persistence among those stupendous precipices, and the inner working of his mind. Of one critical moment he writes: "With arms spread-eagled above me, I sought for steady handholds. They were not essential; balance alone should have sufficed, but I felt I could not manage without them. I could find none; every wrinkle in the rocks sloped outwards. For a few minutes I stood thus, like a man crucified, while my heart bumped quickly and my lungs laboured for oxygen, and there flashed through my mind the possibility of a backward topple into the couloir—an interminable slide into belated oblivion." The snow conditions on the belt of rock slabs below the final pyramid were unfavourable. "As I probed it with my axe," says Mr. Smythe, "I knew at once that the game was up." But he decided to go on as far as possible, and presently there comes another moment of shuddering suspense. "Whenever possible," he continues, "I used my ice-axe pick as an extra support by jamming it into cracks. This last precaution undoubtedly saved me from catastrophe. There was one steeply shelving slab deeply covered with soft snow into which I sank to the knees, but my first exploring foot discovered a knob beneath it. This seemed quite firm, and, reaching up with my axe, I wedged the pick of it half an inch or so into a thin crack. Then, cautiously, I raised my other foot on to the knob, at the same time transferring my entire weight to my front foot. My rear foot was joining my front foot when the knob, without any warning, suddenly broke away. For an instant both feet slid outwards, and my weight came on the ice-axe; next moment I had recovered my footing and discovered another hold. It happened so quickly that my sluggish brain had no time to register a thrill of fear."

[Continued on page 92.]



ONE OF THE MOST INTERESTING FEATURES OF THE PARIS EXHIBITION: THE GLASS MAN—A MODEL WHICH SHOWS THE DISPOSITION OF THE VEINS IN THE CIRCULATORY SYSTEM AND THE POSITION OF THE ORGANS, NERVES, AND SINEWS IN THE HUMAN BODY.



A MAGIC "PIANO" AT THE PARIS EXHIBITION: THE INSTRUMENT BY WHICH MEMBERS OF THE PUBLIC CAN ALTER THE LIGHTING AND PLAY OF THE JETS OF THE FOUNTAINS OPPOSITE THE RESTAURANT DE LUXE.

The magic "piano" has proved very popular at the Paris Exhibition owing to its novelty. It is situated in the Restaurant de Luxe (Cours Albert-I^{er}), opposite the fountains on the left bank of the river. At night any member of the public can, by playing on the "piano's" one hundred and fifty keys, change not only the lighting thrown on the jets of water, but also the jets themselves. Our drawing shows the *maitre d'hôtel* explaining to some visitors how the "piano" works.

From the Drawing by Geo. Ham

quite as indifferent to human pity as to human exultation in the hour of triumph.

That habit of investing a mountain with human attributes, motives and emotions, and regarding it as

EVENTS OF THE WEEK IN THE BRITISH ISLES: CURRENT NEWS RECORDED BY ILLUSTRATION.



THE STAFFORDSHIRE COAL-MINING DISASTER IN WHICH THIRTY LIVES WERE LOST:
FRIENDS WAITING FOR NEWS AT THE PITHEAD OF THE BRYMBO COLLIERY.



THE CENTENARY OF DURHAM UNIVERSITY: LORD LONDONDERRY, THE CHANCELLOR,
CONFERRING DEGREES AT AN OPEN-AIR CONVOCATION AT UNIVERSITY COLLEGE.

Durham University was founded in 1832, and this year is the centenary of its charter. The celebrations were postponed in 1932 owing to economic conditions then prevailing in the North. They began at Durham on July 1 and continued next day at the College of Medicine and Armstrong College, Newcastle. The oldest of the eight colleges—University College—has for a century occupied Durham Castle. There on July 1 the Chancellor, Lord Londonderry, conferred honorary degrees.



GERMAN EX-SERVICE MEN IN LONDON: MARCHING PAST THE CENOTAPH, HEADED BY
BRITISH LEGION STANDARD-BEARERS, AFTER LAYING A WREATH.

The comradeship of the battlefields has within recent years been extended to embrace all ex-Service men, irrespective of the side on which they fought. Members of the British Legion visited Berlin a short time ago, and in return a party of German ex-Service men, who were prisoners of war in England, have come to this country as guests of the Maldon, Essex, Branch of the British Legion. On July 2 the party laid a wreath at the Cenotaph and then marched past.



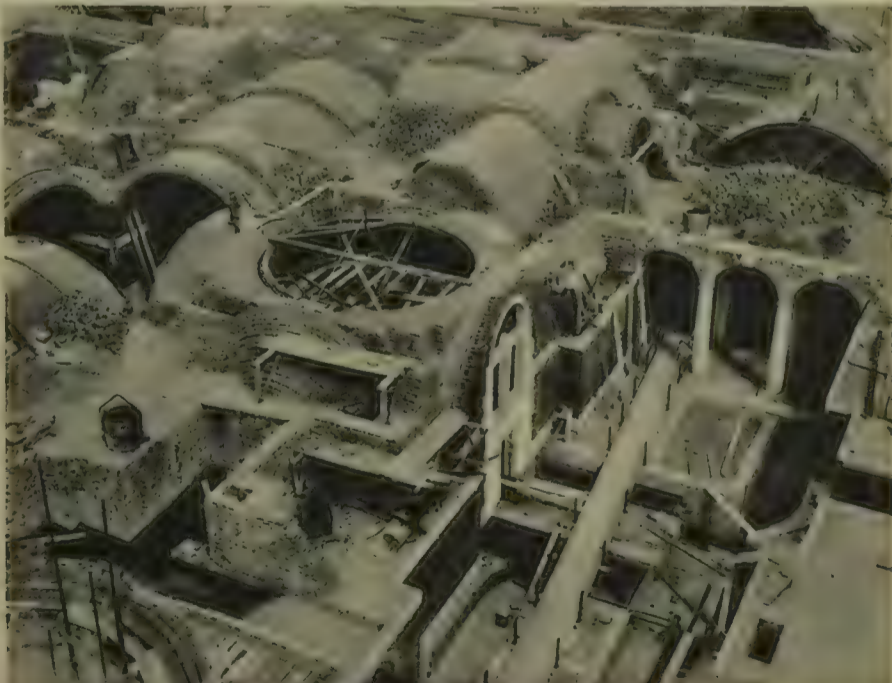
ABOUT TO JOIN IN RESCUE WORK DURING WHICH SEVERAL OF THOSE TAKING PART
WERE KILLED BY AN EXPLOSION: A RESCUE TEAM, WEARING RESPIRATORS, READY TO
DESCEND THE PIT.

One of the worst disasters in the history of the North Staffordshire coalfield took place on July 2, in the Brymbo Colliery, Chesterton, near Stoke-on-Trent, owned by the Holditch Mines, Ltd., the proprietors of which are the Shelton Iron, Steel, and Coal Company. Fire broke out in the colliery about 7 a.m., and shortly afterwards there was an explosion, causing the loss of three lives. Rescue operations were in progress when, at about 10 o'clock, a further explosion occurred, involving officials and rescue workers. Among those killed were Mr. John Cocks, joint managing director of the company and President of the North Staffordshire Colliery Owners' Association, Mr. H. J. Finney, Senior Inspector of Mines, Mr. J. A. Bloor, Sub-Inspector of Mines, and Mr. H. L. Adkins, under-manager, who were with the rescuers when the second explosion happened. As the fire spread it was necessary to flood the pit. On July 4 it was stated that the situation was so dangerous that no attempt to recover the bodies could be made for several days.



THE PRESIDENT OF THE IRISH FREE STATE SPEAKING DURING THE GENERAL ELECTION:
MR. DE VALERA ADDRESSES AN OPEN-AIR CROWD AT BUNCRANA, CO. DONEGAL.

By July 5, when twenty-three results were still to come, the Irish Free State elections showed a considerable measure of success for Mr. de Valera and his party. The President had then obtained a majority which would enable him to form a government without relying on the support of any other party, while the Labour party had increased its strength at the expense of the Cosgrave party. Voting on the new Constitution has shown that it is not universally popular.



WORK PROGRESSING RAPIDLY ON THE GREATEST CATHEDRAL EVER BUILT: A GENERAL
VIEW OF THE NEW ROMAN CATHOLIC CATHEDRAL AT LIVERPOOL.

The new Roman Catholic Metropolitan Cathedral of Christ the King at Liverpool was founded on June 5, 1933. Costing £3,000,000 to build, the Cathedral occupies a site of nine acres and, when completed, will accommodate a congregation of 10,000 people, all of whom will have a perfect view of the High Altar. Work has progressed so rapidly that it is expected that the first service will be held in the Chapel in the crypt in October.

CLOTHES WORN 3,000 YEARS AGO.

EXAMPLES FROM A UNIQUE COLLECTION OF BRONZE AGE CLOTHING DISCOVERED IN DENMARK: MASCULINE AND FEMININE GARMENTS STILL EXISTING AFTER 3000 YEARS.

By GEORGE SOLOVEYITCHIK. (See Illustrations on the Opposite Page.)

ARCHÆOLOGICAL research has made great strides in the three Scandinavian countries in recent years, and Sweden, Norway, and Denmark can boast of a wide range of discoveries of the utmost historical interest. During a recent visit to Copenhagen, thanks to the courtesy of Professor Paul Norlund, I had the opportunity of seeing a collection of garments that claim to be the oldest in the world, being 3000 years old and dating from the Bronze Age.

They were found in different parts of Jutland in trunks of oak trees which had been hollowed out and used as coffins. Some of these contained both male and female costumes. The earliest discoveries were made two or even three-score years ago, while the most recent ones have only just been completed.

Taken together, these extraordinary specimens of Bronze Age clothing make it possible to visualise pretty clearly how the population of Denmark dressed in those days, and also show what a high degree of perfection the art of making textiles had reached by that time.

Indeed, the technique of the weaving is so remarkable, and reveals such obvious mastery and talent, that it cannot possibly be assumed to have been in an early stage of development at the time these fabrics were made. Clearly, it must have existed for many generations before the standard of these Bronze Age costumes was attained.

Yet in all probability the only tool used was an ordinary wooden hooked knitting needle, and it is significant that no looms or any other more complicated instruments have been found. The thread is throughout a strong single filament that is never twisted or inter-twined with any other yarn. All the garments and fabrics are entirely woven of wool and range over different shades of brown. It does not appear that any dyeing processes were applied at all, and if the garments vary in shade, or even if several different shades can be found in the same piece, this is due to careful selection of the wool employed—obviously with a view to obtaining differences in colour and design. It is significant that only a rug found at Trindhoj is made of white wool, and that all the garments are dark. Since domestic animals like sheep and goats are known to have existed in Denmark in those days, it seems clear that this dark wool came from them.

Despite a certain variation in the contents of the different coffins, it is possible to establish certain general facts about both the male and the female garments, which have a great deal in common. The men wore a kilt or short cloak coat, and over it a large cloak that was fastened at the shoulder (Figs. 3 and 4). The women wore a small short-sleeved coat and a long skirt.

A few years ago, however, a woman's dress was found at Egtved, in South Jutland, with a skirt of

with a large round metal plaque in front (Fig. 1). The second photograph here reproduced (Fig. 2) is of a young woman wearing an exact replica of that dress, and having seen the original, I can testify to the perfect similarity of the two garments.

In addition to the actual dresses, both man's and woman's

an entirely different kind (Figs. 1 and 6). It is very short, barely reaching to the knees, and consists entirely of long fringes gathered together both at the waist and at the hem, leaving the abdomen uncovered, and held together by a belt

The under-garment of the simpler specimen is really just a plain, rectangular kilt, maintained in its place by a leather belt or by a strong cord. The coat or cloak worn over it is also devoid of any "luxury." It is oval in shape, with the lower ends rounded off in the same way on both sides. An interesting peculiarity of these simple coats is that if you fold them lengthwise or broadwise the two halves are absolutely symmetrical.

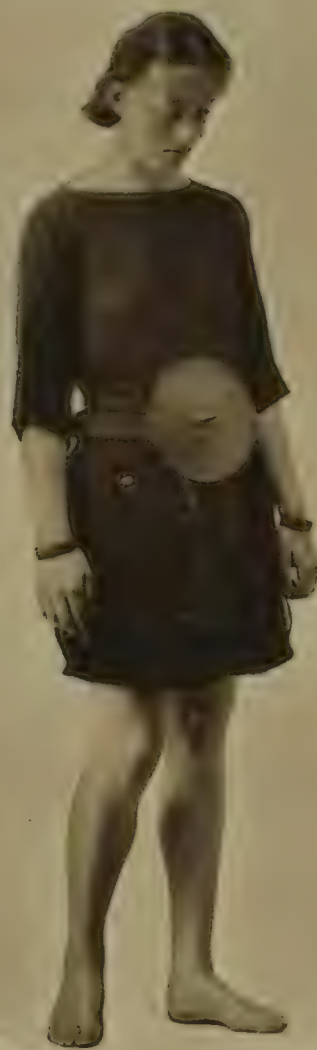
In the more elaborate variety both the under-garment and the cloak show much better finish.



1. CONTAINING THE REMAINS OF A YOUNG WOMAN AND HER COSTUME, WITH A ROUND METAL PLAQUE IN FRONT OF THE BELT: AN OAK COFFIN OF THE BRONZE AGE, 3000 YEARS OLD, FOUND AT EGTVED, IN JUTLAND.

varying height. The feminine head-gear is most cleverly knitted net-work, with ribbons or strings on each side, probably for tying it up around the chin (Fig. 7). The most important parts of the masculine garment are the coat and the cloak. Two types of these have been found—a simple, and a more elaborate one.

2. WEARING AN EXACT REPLICA OF THE COSTUME FOUND IN THE COFFIN SHOWN IN THE OTHER ILLUSTRATION ON THIS PAGE (FIG. 1), INCLUDING A SPIKED METAL PLAQUE: A MODERN YOUNG WOMAN DRESSED IN DANISH BRONZE AGE STYLE.



head-gear of various kinds has been found in the different coffins, also some rugs or "plaids," whose purpose for a considerable time puzzled the Danish archæologists, and some relics of footwear.

Two types of masculine head-gear have been discovered. One, a hemispherically-shaped tall cap, is made of several layers of woollen tissues, with two side-flaps, and is covered with thick, curly, knitted fluff of varying lengths (Fig. 5). The other is made of one single layer of cloth, also with two side-flaps, and consists of a top part that is circular in shape, and another piece across which is of

The kilt has a pointed strap of varying length on each side. These straps are made of the same woollen tissue and are rather reminiscent of braces. The longer strap was slipped under the left arm, while the shorter one rested on the right shoulder, and leather ends attached the whole garment to two bronze plaques worn on the back. The cloaks are much longer, and their lower ends are not identical. While on the one side these more elegant specimens of masculine attire are straight almost down to the bottom, the other side is rounded off. If folded lengthwise, the two halves are therefore quite different, but, surprisingly enough, if folded broadways they are still absolutely symmetrical.

The kilt and the cloak of this second variety have an unquestionable character of elegance and distinction. Even the belts, also of leather, or woven cord, are far more luxurious than in the other specimens.

The footwear found in the different coffins does not appear to be of much interest. But the rugs, or "plaids," originally assumed to have formed a part of the main garment, have been proved not to be related to the actual clothing at all. Their purpose was either the wrapping-up of the dead body or else they were put in the coffins as a valuable present to the deceased. The Trindhoj rug is a most impressive specimen of remarkable finish and beauty.

But so far it has been much more difficult to come to any definite conclusions with regard to feminine dress. Not only is there less uniformity than in the male garments, but there are fewer specimens, too. Whereas there are several perfectly preserved and complete sets of masculine attire, and many valuable fragments, only a very few examples of women's dresses have yet come to light.

[Continued on the opposite page.]

HOW MEN AND WOMEN DRESSED 3000 YEARS AGO IN DENMARK: ACTUAL SPECIMENS OF BRONZE AGE CLOTHING AND HEAD-GEAR.



and full ones, the short, fringed skirt of the young lady from Egtved (Figs. 1 and 6) seems more suitable for the Tropics than for the climate of Denmark, and suggests that here is a specimen of indoor clothing. In the autumn of 1935, however, new and most valuable finds were made in Skrydstrup (in the Province of Haderslev), which were completed in the course of 1936. They revealed some remarkably well-preserved feminine costumes, but here once again the skirt was a long one. Thus at the moment it is as yet impossible to determine whether there existed in the Bronze Age two different types of female attire: one with a short skirt consisting of fringes (apart from the perfect example of Egtved, there are also many fragments suggesting analogous garments), and another variety, which has so far proved

(Continued below.)

3. MASCULINE DRESS OF THE BRONZE AGE IN DENMARK SOME 3000 YEARS AGO: A MAN'S WOOLLEN CLOTHES DISCOVERED IN A GRAVE.

(Continued.)

The first female costumes found included a puzzling piece of skirt-shaped cloth, the size of which seemed improbable even in the case of a perfectly gigantic woman. Further researches have proved that this "skirt" too was a part of the funerary offerings enclosed in the coffins and that it could not possibly have been worn. In fact, it seems to be the counterpart of the rug or "plaid." The coat, or "camisole," is practically the same in all the specimens of female garments yet discovered. It is invariably slit in front and has little pieces of cloth sewn on to it at the lower end, making a sort of extension of the actual coat. But, whereas in the earlier finds the skirts were very long

(Continued above.)



4. (ON THE LEFT) DATING FROM ABOUT 1200 B.C.: ANOTHER EXAMPLE OF MASCULINE DRESS WORN BY THE MEN OF DENMARK DURING THE BRONZE AGE—A SUIT SOME 3000 YEARS OLD.



5. MASCULINE HEAD-GEAR OF THE BRONZE AGE IN DENMARK: A HIGH HEMISPHERICAL WOOLLEN CAP WITH A THICK, CURLY SURFACE—ONE OF TWO DIFFERENT TYPES WORN—DISCOVERED IN A MAN'S GRAVE SOME 3000 YEARS OLD.



6. A BRONZE AGE WOMAN'S SKIRT FROM EGTVED, IN JUTLAND, 3000 YEARS OLD: A SHORT GARMENT, POSSIBLY FOR INDOOR WEAR, CONTRASTING WITH LONGER SKIRTS DISCOVERED, AND RAISING THE PROBLEM WHETHER THERE WERE TWO TYPES OF FEMININE ATTIRE.

(Continued.)

more prevalent, with a long skirt descending from the waist almost to the ground. Further researches are going on, and perhaps new discoveries will throw more light on the intriguing subject of how the Danish beauties used to dress three thousand



7. FEMININE HEAD-GEAR OF THE BRONZE AGE IN DENMARK: A CLEVERLY KNITTED HAIR-NET FROM A WOMAN'S GRAVE, WITH STRINGS ON EACH SIDE, PROBABLY USED FOR TYING IT UP UNDERNEATH THE CHIN.

years ago. Since these Bronze Age costumes are unique, and there is nothing like them in any other country, no analogies are possible.—[It may be pointed out that the illustrations are numbered to correspond to the author's references.]

The World of the Kinema.

By MICHAEL ORME.

EDUCATION WITHOUT TEARS.

NO province of the kinema is more alive, more prolific in ideas and enterprise, than that of the instructional and educational films, and a visit to their fountain-head is a fillip to enthusiasm, a stimulating tonic. Their cause no longer stands in need of a champion, for their importance has been abundantly established and is recognised in ever-widening spheres. Prominent scientists have publicly acknowledged the value of the screen and of slow-motion cinematography used in illustration of their lectures. The demand for films from schools, colleges, and educational centres has grown to such an extent that it has necessitated a large increase of staff at the Gaumont-British library, where well over three hundred films were available at the beginning of the year, and are constantly receiving additions to their ranks. Therefore, no solicitude for a struggler took me to the Gaumont-British Instructional headquarters, within a stone's-throw of Oxford Circus, but rather a keen desire to keep track with an aspect of the kinema that has always commanded my whole-hearted admiration and interest.

Behind the quiet front of the G.B.I. studio a healthy activity reigns. Here are eager brains at work, probing the possibilities of the educational film in every direction, seeking new forms, fresh subjects, untrodden paths. For in this home of the non-fictional film the wheels are not retarded by the public's fluctuating taste, the

acknowledge the thrill of discovery that she herself has felt in her research work, and the pleasure derived from constant experiment. The first of the three films I saw was chosen because of its interesting use of diagrams for elucidating economic and political subjects. Against a map of England the changes in the Franchise are not only clearly but entertainingly shown, though the distribution of votes and the Reform Bill might not, to less agile minds than those of Miss Field and her colleagues, appear to be productive of much humour. But with Mr. R. Jeffreys, the *Punch* artist, to prepare the cartoons, the facts of the Franchise are galvanised by delightful fancy, and the gradual extension of the vote

Turning from politics to regional geography, the enchanting "South Devon," produced and directed by Miss Field, has a serene pastoral beauty to balance its informative purpose. A large dairy-farm, within easy reach of the Plymouth markets, and the butter and cheese factories of Devon, has been selected as typical of the whole county, its dialect, and its nature. This lovely little picture has been shaped with close attention to every detail. As Miss Field pointed out, it will be shown in centres where the children have never seen a herd of cattle, and have

dearth of stars, or the numerous problems of the world markets. Moreover, the goal is stable and clearly defined. It always has been and remains the enlargement of general knowledge and the enrichment of life. The studio itself is compact and all-embracing, with its departments, from cutting-room to workshop close at hand, with a floor space sufficiently large for all but the biggest sets occasionally needed, and a cosy little theatre where Miss Mary Field showed me a trio of exemplars of three different series which are now in progress.

Miss Field, but recently returned from Sweden, was invited to represent Great Britain at an International Conference in Stockholm. She spoke on "The Business Woman in Films" to delegates representing the International Federation of Business and Professional Women. Not without reason is Miss Field regarded as the outstanding business woman in the film world. An hour's conversation reveals not only an ardent, but a practical mind as well, together with a ready sense of humour that has enabled her to put "a laugh into lessons." Knotty problems, such as the development of the coal industry, shake the dust off their feet and trip lightly, though by no means insecurely, to their solution under the influence of Miss Field's witty and invigorating mind. Her name is inseparably connected with the "Secrets of Life" films, wherein bird and beast and plant reveal their private lives. In the production of these she is assisted by well-known zoologists. They often devote many weeks to obtaining a particular shot of some rare bird or timid animal which frequently detects the most cunning devices of the photographer and arranges a secret flitting. Mr. Charles G. Head has obtained some of the finest material for the "Secrets of Life" films, yet on one occasion he spent more than a fortnight in observing a fox-lair—and the fox, it would appear, is the most artful dodger of the animal kingdom—which had been hastily evacuated, unknown to the watcher, before his camera screen was completed.

Miss Field, who supervises her films throughout, including the preparation of the script, camera direction, editing, the addition of sound (and, in some cases, of music), adds to a complete mastery of her many subjects a love for her work that is extraordinarily refreshing. She is the first to

"THE LAST TRAIN FROM MADRID," AT THE PLAZA: EDUARDO DE SOTO (FIFTH FROM LEFT) AS ONE OF THE POLITICAL PRISONERS WHO ARE RELEASED FOR SERVICE IN THE DEATH-TRAP OF CARDOSO.

"The Last Train from Madrid," a Paramount Film at the Plaza, deals with the friendship of Ricardo (a Government officer) and Eduardo (a political prisoner). Ricardo succeeds in helping his friend to escape, only to find that they are both in love with Carmelita. Ricardo, however, enables them both to board the last train to leave Madrid, but is himself killed while assisting in their escape.



"THE LAST TRAIN FROM MADRID": CAPTAIN RICARDO ALVAREZ (ANTHONY QUINN) AND CARMELITA CASTELLO (DOROTHY LAMOUR).

THE SPANISH CIVIL WAR AS A FILM THEME FOR THE FIRST TIME: THE WOMEN'S BATTALION, TO WHICH MARIA (OLYMPE BRADNA) BELONGED, ON ACTIVE SERVICE.

actually no notion of the size of a cow. A minor point, no doubt, and certainly of less importance than the survey of the farm's characteristic and practical planning, but one which has not escaped the notice of the producer and is typical of the meticulous preparation which lies at the core of a pleasant lesson. So pleasant is it that I regret its restriction to strictly educational spheres. In Sweden, however, it will be shown to the general public because of its undoubted charm, though it is not included (being, from a foreign point of view, too geographically localised) in the twenty-five instructional films which G.B.I. have contracted to send annually to Sweden, and which will cover a wide range of subjects, including Nature films, sports, hygiene, and biology.

From the last series comes "Animal Life on a Rocky Shore," directed by Mr. J. Durden, that plunges into the fairland of the rock-pools left by the receding tide and the shallow water just below sea-level, where star-fish and anemone undulate and hermit crabs feel their way with careful claw into the desirable villas of empty shells. I know now that the clinging limpet sometimes shifts its close embrace, and that even the crusty barnacle does occasionally budge. I shall, when next I seek the seashore, peer into the burst bladders of the bladder-wrack—for they too have their waiting-list of tenants—and apprehend, as never before, the miracle of life in the miniature oceans and fragile forests where the minute sea-creatures dwell. Such quickened apprehension is, to my mind, the crowning virtue of the educational film. I would not underestimate the number of very useful purposes it fulfils in addition to the purely scholastic. Several public libraries, for instance, have added a screen and a projector to their amenities, so that the book selected from the shelf may find explanation on the screen, and, I am told, this policy has proved a definite stimulus to non-fictional reading. Adult education centres are making greater use of the film in order to test the tastes of the students, and thus decide on the subjects to be studied. All this is undeniably excellent in intention and in result, but must I starve whilst the scholar browses? I would have more, much more, than an occasional peep at the green pastures of gently instilled knowledge vouchsafed by the programmes of the picture-palaces and the news-theatres. I desire to know, as Miss Field knows, and not merely to guess at the struggle and adventure and teeming life that goes on under the hedgerows in a country lane. I would escape the reproach in Wordsworth's words—

"A primrose by a river's brim
A yellow primrose was to him,
And it was nothing more."

The "something more" is disclosed by the wonderful little studies that fall into the category so austere entitled educational and instructional. The "something more" adds to the joy of life and the pride of living by removing our ignorance of Nature's marvels and man's achievements, and I refuse to believe that my personal plea would fail to find a multitude of supporters amongst the general public.

COROT TO GAUGUIN: 19TH-CENTURY FRENCH PAINTING SHOWN IN LONDON.

REPRODUCTIONS BY COURTESY OF MESSRS. ALEX. REID AND LEFEVRE, KING STREET, ST. JAMES'S.



"LES VIEUX QUAIS À ROUEN"; BY COROT
(1796-1875). (43½ × 68½ in.)



"UN MOULIN À ZAANDAM, HOLLANDE"; BY COROT
(1840-1927). (19 × 29 in.)



RENOIR AS A FLOWER PAINTER: "ANÉMONES DANS UN
VERRE." (12½ × 9½ in.)



"PORTRAIT DU POÈTE G. H. MANUEL"; BY
TOULOUSE-LAUTREC (1864-1901). (35½ × 20½ in.)



MANET AS A FLOWER PAINTER: "ROSES ET LILAS."
(12½ × 9½ in.)



DEGAS AS A MARINE PAINTER: "BATEAU ÉCHOUÉ À L'ENTRÉE DU PORT DE
DIVES." (8½ × 12½ in.)



DEGAS AS A PAINTER OF RACING SCENES: "AVANT LA COURSE";
A PAINTING DATING FROM ABOUT 1892. (12½ × 16½ in.)

This exhibition of nineteenth-century French masters opened at Messrs. Alex. Reid and Lefevre's on July 8 and will remain open during this month and August. We illustrate here a Corot painted in that artist's earlier period—very different from the poetic later landscapes by which he is best known; a Monet painted in 1870, and a product, of course, of that journey which brought him and Pissarro to study Turner in London, during the Franco-Prussian War; a Renoir of the later period, when the great painter was showing signs of reacting against "pointillism"; a portrait by Toulouse-Lautrec, painted in 1891, the year before the appearance of his famous volume, "Elles"; a flower painting by Manet

dating from the year before he died, when he was threatened with partial paralysis; and two examples of Degas. One of them is a characteristic "snap shot" of a scene at a race meeting; the other is a "plain statement of fact," a boat stranded against a placid background, which shows quite a different side of this versatile painter's art. The importance of the Exhibition may be judged from the fact that it includes works by Cézanne, Boudin, Gauguin, Pissarro, Sisley, and Seurat, besides the artists already referred to. There are five water-colours by Toulouse-Lautrec. The works by Renoir number eight in all, none apparently being earlier than 1877. Two are from the very end of his life, 1916 and 1917.

FROM A CHINESE ART EXHIBITION IN PARIS: SOME CHOICE EXAMPLES.

PHOTOGRAPHS BY COURTESY OF THE BRITISH MUSEUM, DEPARTMENT OF ORIENTAL ANTIQUITIES AND OF ETHNOGRAPHY.



T'ANG DYNASTY STONE-CARVING OF BEAUTIFUL PROPORTIONS AND DESIGN, DATING FROM THE SEVENTH CENTURY A.D.: THE TOP OF A MONUMENTAL DOORWAY (7½ FT. LONG) WITH A FRIEZE OF DRAGONS AND A MAKARA (IN CENTRE) IN RELIEF; THE TWO SIDE FEET ADORNED WITH CHIMÆRAS (THAT ON THE LEFT HUMAN-HEADED), AND THE CENTRAL FOOT WITH TWO FIGURES BESIDE A FLOWERING TREE.

From the Collection of C. T. Loo and Co., Paris.



A GREY STONEWARE FIGURE OF A BODHISATTVA (3 FT. HIGH), WITH TRACES OF PINK PAINT, FOUND AT T'IENTUNG SHAN, IN SHANSI PROVINCE: A T'ANG DYNASTY WORK, SEVENTH OR EIGHTH CENTURY.

From the E. von der Heydt Collection, Paris.



A GREY LIMESTONE FIGURE OF BUDDHA SEATED IN MEDITATION (3 FT. 8 IN. HIGH), FOUND AT KUNG HSIEN, IN HONAN PROVINCE: A WORK OF THE NORTHERN WEI DYNASTY, SECOND QUARTER OF SIXTH CENTURY A.D.

From the Louvre—a Gift of M. D. David-Weill.



A LACQUER BODHISATTVA (4 FT. 2 IN. HIGH) OF THE SUNG DYNASTY (960-1279 A.D.).

From the Collection of C. T. Loo and Co., Paris.



SWORDSMAN VERSUS TIGER: A VIGOROUS RELIEF ON A MODEL OF A STOVE (1 FT. LONG) IN GREY POTTERY, WITH TWO OPENINGS ON TOP AND THE SIDES DECORATED WITH HUNTING SCENES, MEN, AND ANIMALS.

From the Louvre—a Gift of M. Alphonse Kann.



A STONE BODHISATTVA HEAD (14 IN. HIGH); NORTHERN WEI DYNASTY (386-534 A.D.); FOUND AT LUNG MEN.

Collection of Mme. A. Ramet, Paris.

THERE is at present on view at the Musée de l'Orangerie in Paris a remarkable exhibition of Chinese art, from which the objects shown above have been selected for illustration. The pieces exhibited—numbering in all nearly a thousand—include examples of sculpture, ceramics, carvings in jade, bone and ivory, metal work, and engravings. With the exception of some of the Sung pottery specimens with monochrome glazes, none of them formed part of the Chinese Exhibition held in London, at Burlington House, in the winter of 1935-6. The exhibits at the Orangerie range in date from the earliest times to the beginning of the nineteenth century. They come from museums in Paris and Stockholm and from various private collections in France, England, Belgium, Holland, Sweden, and Switzerland. The exhibition will remain open until the end of July. It should certainly not be missed by intending visitors to Paris who are interested in Oriental art.

This England . . .



Dittisham-on-the-Dart, S. Devon.

TO lie upon that thin grass that grows only beneath trees ; to hear but the fat chuckle of water and the "over-wind" like distant breakers ; to see no movement but the cloud galleons across a blue gap ; this is peace—in England. No enervating peace, mark you. Even the placid Dart has borne some queer fish, from the first Saxon invader to the merchants from hereabouts who carried on the Bordeaux trade (and not a little piracy beside) when Agincourt was news. This England does not breed them soft, as food and drink reveal. Who but a virile race would find, mature, and maintain so grand a beer as Worthington, that true old English ale.





A PAGE FOR COLLECTORS.

LONDON TO NEW YORK: CONTRASTS IN FURNITURE.

By FRANK DAVIS.

A VERY famous set of George I. furniture is coming up at Christie's on Thursday, the 15th—a settee and twelve chairs. Here (Fig. 1) is the settee and (Fig. 2) one of the chairs. Though they will be beyond most people's pockets, they are more than worth a visit, because they are about as good of their kind as it is possible to see. Whether they will fetch as much money as they would have ten years ago is another matter, for taste to-day prefers something a little less elaborate. They belong to the early days of mahogany in this country, and the rich colouring of their original needlework and the beautiful quality of the carving on arms and legs combine to make them most important examples of what must have seemed a new and exciting fashion when it first appeared in the 1720's. It was by no means out of the ordinary at that time to cover the seats and backs with *petit-point*, though a whole set of this quality must have been rare enough, but needlework was generally combined with more sober woodwork in walnut—less pronounced cabriole and little or no carving. It is perhaps worth remarking that the greater the curve of the leg and the deeper the carving, the larger the block of wood required and the greater the wastage. These chairs and the settee have, then, been made in as extravagant a manner as one could wish. Informed opinion is inclined to credit them to the workshop of Giles Grendey, of Clerkenwell, a cabinet-maker of the '20's and '30's who deserves—but does not receive—as much praise as Thomas Chippendale himself. He must have had a prosperous business, and, in addition to the ordinary market at home, built up for himself an important connection abroad, making particularly gorgeous pieces in red and gold lacquer for Spain and Portugal: a set of chairs, for example, marked with his label, came back to England two or three years ago from Bilbao.

And now for a contrast in styles—three-quarters of a century or so distant in time and three thousand miles by the map, for it appears fairly certain that the graceful settee of Fig. 4 was made in New York about the year 1800 by Duncan Phyfe, a cabinet-

maker rightly claimed by his countrymen as having, in his best pieces, produced work as good as anything from the Old Country at this period. He is by no means a shadowy figure: there is a print of his place of business in New York, and documentary evidence in the shape of his bills is considerable. In 1816, for example, he was charging 22 dollars for a chair and 122 dollars for a sofa. He was the leading fashionable cabinet-maker of that bustling, pleasant, vigorous place whose outward aspect is so familiar from old prints and where the foundation of many existing fortunes was already being laid: among his clients was the first John Jacob Astor. He was born in 1768 by Loch Fannich, thirty miles from Inverness, and emigrated with his parents in 1783 or 1784. He worked at first at Albany, and established himself in New York early in the 1790's, where he was soon employing a hundred workmen.

Naturally he followed the styles current at the time, at first adapting Hepplewhite and Sheraton designs to his own particular market, and then, as fashions slowly changed in Europe, giving his pieces a marked French Empire flavour. Had he been born ten years earlier and lived not quite so long (for he died only in 1854) his reputation would have been even greater; as it was he outlived a period in which fine, easy line and well-proportioned pieces were popular, and inevitably catered for the clumsy taste which spread like a blight over Europe and the rest of the world. But what he could do when his clients allowed it is

seen to perfection in the settee illustrated. It is odd to come across such a thing in England. It was found some time ago in Norfolk, and



1. ONE OF A MAGNIFICENT SET OF GEORGE I. MAHOGANY FURNITURE, WHICH WILL BE SOLD AT CHRISTIE'S THIS MONTH: A SETTEE WHICH STILL HAS THE ORIGINAL NEEDLEWORK COVERS (AS HAVE ALL THE OTHER PIECES); PROBABLY BY GILES GRENDY. (c. 1725.)



2. A CHAIR FROM THE SAME SET AS FIG. 1: AN EARLY EXAMPLE OF THE USE OF MAHOGANY IN ENGLAND; WITH THE ORIGINAL NEEDLEWORK COVER.



3. ONE OF A SET OF HEPPLEWHITE CHAIRS EXHIBITED AT MESSRS. BLAIRMAN'S: A PIECE STAMPED UNDER THE SEAT RAILS WITH THE INITIALS "H. I." OR "I. H.," PRESUMABLY THOSE OF A CABINET-MAKER. (c. 1785.)

eighteenth century under the Directorate; but Phyfe must be given every credit for popularising—if only for a short period—so pretty a pattern. Specially attractive is the easy curve from the arms to below the seat. The pernicky will perhaps descry one fault—just visible in the photograph. The two stretchers which unite the two pairs of X frame legs are rather ordinary turnings—somehow out of keeping with the reeded legs and front rail. But that's a very small matter—and smaller still if one can imagine this type of settee upon common turned legs; there are such things by the same maker, and very poor they look beside this. The length of this settee is 88 inches; that of Fig. 1, 79 inches.

And now a contrast in chairs. Compare Fig. 3 with Fig. 2—one of a set of two armchairs and six single. Date—about the 1780's. Style—Hepplewhite. Very good and typical examples of the vogue—open shield backs and Prince of Wales's feathers—square tapering legs with no ornament.

We are in a simpler world than we found in the 1720's. In the ordinary way one would say no more about them, but they happen to be stamped under the seat rails with the initials "I. H." (or "H. I.")—it depends how you look at them). Who was this man? Perhaps some learned reader will lighten my darkness.



4. WORK BY A FAMOUS AMERICAN CABINET-MAKER OF THE EARLY NINETEENTH CENTURY, EXHIBITED IN LONDON: A SETTEE BY DUNCAN PHYFE, OF NEW YORK; TO BE SEEN AT MESSRS. H. BLAIRMAN AND SONS. (c. 1800.)

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FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

AN IMPRESSIVE RECORD.

EVERYBODY who is at all interested in stock market movements knows well that the first half of 1937 has been a period of dwindling, and frequently of tumbling, prices; but a list given in last Saturday's *Economist*, showing an almost unbroken decline in practically all the chief departments of the House, is nevertheless a rather startling picture. Opening with falls of 10 and 11 points in Consols and Local Loans, and of 8½ in the 3 per cent. Funding Loan, it goes on to declines of 19 in London Transport C and a general shrinkage in Home Rails, bank shares, constructional industries (with Associated Cement and Turner and Newall leading the fall), consumption trades (among which Tate and Lyle are conspicuous with a rise of 1½d.), textiles, motors, plantations (with the exception of the only tea share included in the list), and ends with a severe tumble in mining ventures—falls of more than a pound in Ashanti Goldfields, Randfontein, and Anglo-American Corporation, 4½ in Sub-Nigel, 2½ in Union Corporation, 3½ in Crown Mines, and 9½ in West Witwatersrand, which have come down from 18½ to 8½ in the course of the half-year, having been up to within a fraction of 20 at one time. With such a record before us, it is small wonder that the large number of investors who are now in fact speculators, and look more earnestly for profits to be gained by market movements than for steadiness of income in the future, have suffered losses which are said to have had an appreciably adverse effect on some of the luxury trades.

CONTROL VERSUS CONFIDENCE.

One interesting conclusion to be drawn from the half-year's security movements is that the alleged power of the monetary authorities to make the stock markets, especially the market for Government securities, dance to any tune that they may choose to play is grossly exaggerated. It has also been shown that the economists who, even before the present year had begun, were advocating a rise in Bank rate as necessary to check what they considered to be boom conditions in trade, were in much too great a hurry to revive an old-fashioned and clumsy method of putting a brake on exuberance in enterprise. A rise in Bank rate, by making credit dear for all users, is bound to do more harm than good,

unless it is called for by circumstances which can hardly arise as long as we are no longer working under the rules of the gold standard.

Having noted the extent and severity of the falls chronicled in the *Economist's* list, it is pleasant to call attention to those few securities included in it which have managed to maintain or improve on their prices during the dreary period through which markets have passed. First it may be mentioned that the leading Home Railway ordinary stocks, though not altogether escaping the general infection, have shown comparative steadiness, chiefly owing to the very satisfactory traffic receipts, which have given such good evidence of the growing activity of general trade. How much of the increased earnings will find their way into the hands of the stock-holders, and how much will have been absorbed by higher working costs, remains to be seen. Another market which has shown exceptional strength was that for Foreign Government bonds, in which considerable rises in German, Chinese, and Japanese loans marked the effects of the hopes which were at one time cherished of a better atmosphere in international politics, while Argentine and Brazilian bonds reflected the growing prosperity of the countries whose revenues depend chiefly on the profits of the primary industries; but a fall in French Rentes marked the political and fiscal difficulties which our neighbours will have to make a great effort to surmount. Other outstanding features have been the comparative strength of shipping and oil shares, and the rally in tea companies after their long depression has already been alluded to.

AN OPPORTUNITY FOR INVESTORS?

After such a relapse in prices, caused entirely by circumstances which had nothing to do with the earning power of the companies affected, one would naturally suppose that investors would have come to the conclusion that the present level of values is one that gives them a favourable opportunity for coming back into markets and replenishing their holdings realised at the time of the fall. And it is probable that this might have happened, if it had not been that the attitude of the dictators of Germany and Italy had just at that time become awkwardly threatening, while the difficulties of France, and their uncertain effects on international securities were an added argument in favour of waiting and seeing. There was also the effect of what Messrs. Robert Benson and Co. have described in their lately published monthly circular as "one of the oddest features of present-day

business psychology"—namely, the fear of impending slump. This fear is generally based on the belief that our present industrial activity is largely due to the effects of the rearmament programme and the continued progress of house-building; and, as is pointed out by Messrs. Benson, the additional expenditure on armaments only absorbs about 2½ per cent. of the national income, while house-building activity, though a larger item, has only absorbed about 3 per cent. of it. The completion of these programmes, even if it were imminent, need not therefore create serious apprehensions as a cause of possible all-round collapse in industrial progress.

A HISTORICAL PARALLEL.

Now that so many people are finding arguments on the side of probable collapse in charts and records setting out the interruptions, started by recessions in security prices, of former spells of trade activity, it is interesting to find evidence, supplied by this same circular, of a similar set-back in security prices, followed by continued industrial progress. "There is," it says, "a comforting analogy to be discovered in 1911. In the spring of that year the long-sustained industrial share recovery from the 1907 slump gave place to a severe set-back of similar dimensions to the present one. It lasted a good six months, but it had scarcely measurable repercussions on actual industry; it was succeeded by a substantial revival, and thereafter by a gently fluctuating course of prices, rather below the highest levels touched before the set-back, which lasted right up to the eve of the war in 1914." As to continued industrial progress at that time, we may remind ourselves that 1913 was a bumper year for British exports, and that at that time international trade showed every evidence of probable continued expansion, when the war came and turned the attention of nearly all the leading countries to problems of mutual destruction. To-day, barring the possibility of a similar interruption, the outlook for international trade, as an alternative to the internal activities which have restored prosperity in so many countries, is more promising than it has been for a long time, chiefly owing to the increased purchasing power created for the producing countries by the rise in commodity prices, which are still far below those of 1926. If only our rulers can be persuaded that a steady rise in commodity prices is not a thing to be afraid of, but rather to be encouraged, overseas trade should once more assert itself as a real distributor of prosperity and a soother of political animosities.

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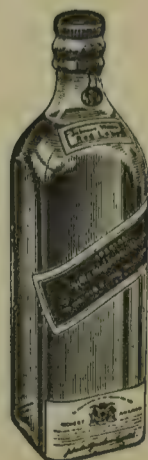
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Of Interest to Women.



For the Holidays.

August is the greatest month of the year for holidays, and well has the Twelfth been named "glorious." It was in the year 1864 that Garibaldi came to England to see Queen Victoria, and, incredible as it may seem, the influence of this visit is still felt in the world of dress. He wore a particular type of pullover which, with certain variations, was worn by women after-

wards and known by the name of "Garibaldi." The fashionable Hawico jumpers portrayed are descendants of the same. They are sold by outfitters of prestige, but, should difficulty be experienced in obtaining them, application must be made to the Hawick Hosiery Company, 168, Regent Street, who will send the name and address of the nearest agent. They are both made of the finest Botany wool, a fancy lace stitch being introduced in the model at the top. There are riding sweaters in pure cashmere, Botany wool and silk and wool; a strong point in their favour is that they have a shaped collar. Furthermore, there is an interesting collection of sports pullovers for tennis and golf.

Tailored Suits and Capes.

The name of Burberrys, in the Haymarket, is sure to be mentioned whenever shooting, fishing, and other sports are under discussion, as what they do not know about fashions for the same is not worth mentioning. On the right is a smart tailor-made suit that may well be included in the category "classic." There are other suits with divided skirts, which are neat in appearance and absolutely practical. Again, the coats are provided with clever devices; hence the movements of the wearer are never handicapped. Also illustrated is a gabardine cape lined with urber silk; it is cut in such a manner that there is no possibility of its slipping. Attention must likewise be drawn to Burberry's self-ventilating and weather-proof coats; the cloth is proofed before the yarn is woven. Furthermore, they are ideal overcoats for universal wear in cold or warm climates, from the Arctic Circle to the Tropics, since they are unaffected by the most violent changes of temperature. Illustrations of the designs will be sent gratis and post free.

Travel Paraphernalia.

The name of Revelation (170, Regent Street) is one to conjure with where travel paraphernalia is concerned. The latest recruit is the "Rev-Robe," the travel wardrobe. By its aid it is an easy matter to pack twelve dresses in three minutes; the case itself is hardly bigger than a large hat-box, and the cost is from three guineas. It must be related that there is no "pressing-out" to be done at the end of the longest journey. Portrayed are some all-important accessories. In the group on the left is a fitted beauty box—naturally, innocent of preparations—and although it is made of leather and has a zip fastening, the cost is only 25s. 6d. The leather horseshoe bag studded with simuli nails is a guinea. Merely seven shillings and sixpence is the combined boot polisher and clothes-brush; it is carried in a leather case and is perfectly flat, and therefore occupies hardly any space when packed. In the centre of the group on the right is a novel clothes-brush; the back, with zip fastening, is made to contain toilet, needlework, or other accessories. The cost is a guinea. Thirty-two shillings and sixpence will procure the writing-case, while the general utility bag, primarily destined for air travel, is available in many sizes.



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covered in Beauvais Tapestry

BOOKS OF THE DAY.

(Continued from page 78.)

Climbing at great heights affects the mind and the senses as well as the body, and Mr. Smythe relates two remarkable experiences. One was the appearance of "two dark objects in the sky," like kite-balloons, when he was at about 27,600 ft. "Was it [he asks] an optical illusion or a mirage?" Regarding the second incident, he records: "After leaving Eric a strange feeling possessed me that I was accompanied by another. . . . The 'presence' was strong and friendly. In its company I could not feel lonely, neither could I come to any harm. It was always there to sustain me on my solitary climb up the snow-covered slabs. Now, as I halted and extracted some mint cake from my pocket, it was so near and so strong that instinctively I divided the mint into two halves and turned round with one half in my hand to offer it to 'my companion.'"

Mr. Smythe is convinced that Everest will eventually be climbed, "it may be next year or a generation hence," but he points out that the risks are "far in excess of ordinary mountaineering risks." It is a matter not only of physical fitness and technical skill, but of spiritual qualities. "In climbing at great altitudes," he writes, "when mind and body are in the grip of an insidious lethargy, it is on the subconscious rather than the conscious that the climber must rely to push him forwards. Therefore it is essential that the will to reach the summit of Everest be strengthened by a prior determination to get there. Perhaps it is not too much to say that Everest will be climbed in England."

After having taken his last look, from a neighbouring but lower height, at the unattained goal in 1933, the author reverts in his farewell passage to the language of conflict. "The highest mountain of the world," he writes, "dictates its own conditions. . . . We were beaten and Everest had no further use for us. Standing humbly on the summit of a peak nearly 23,000 feet high, we could only admire the beauty and splendour of our adversary. Everest had been hostile towards us, and we had felt that there was something almost personal behind this hostility, in the bitter cold and sudden smiting storms. The thin air, through which we had toiled so painfully, had been imbued with some intangible quality opposing our progression, thwarting us with an insidious lethargy, blunting the fine edge of our first enthusiasm. We had felt we were unwanted; perhaps because we were unworthy."

Here, at any rate, there is no vaunting, and, though our mountaineers may approach Everest in the spirit of men attacking a hitherto impregnable stronghold, they do not make the mistake of underrating the enemy.

C. E. B.

THE WORLD OF MUSIC.

OPERA SEASON ENDS AND BALLET BEGINS.

WITH the first world-production of Mr. Eugene Goossens' English opera, to a text by the late Arnold Bennett, "Don Juan de Mañara," the Coronation season of opera at Covent Garden may be said to have concluded. Mr. Goossens' opera was beautifully mounted with costumes and scenery by Mr. Aubrey Hammond, and it was excellently cast. In fact, the all-important and dominating rôle of Don Juan himself, which was entrusted to Mr. Lawrence Tibbett, the famous American baritone who has made his first appearance in this country during the present season, could not have been in better hands. Mr. Tibbett proved in this part that he is a gifted and resourceful actor, with a strong stage personality, as well as a fine singer.

The music itself has many points of resemblance with Arnold Bennett's libretto; that is to say, it is skilful and well constructed rather than inspired; also, it has no particular individuality, so that we are never truly very much interested in what is happening, either in the orchestra or on the stage. Nevertheless, the opera, by dint of adroit craftsmanship, is never actually dull, though it would possibly become so with repetition. It was certainly worth producing, for Mr. Goossens is an able musician, and contemporary works of British composers on this scale are not common.

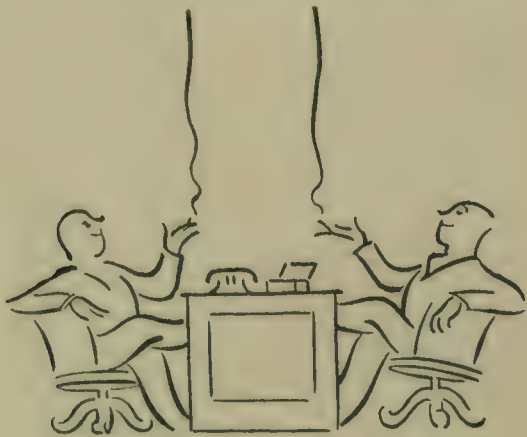
The management at Covent Garden this season deserve great praise for the enterprise they have shown. They have produced two entirely new operas at great expense; namely, Dukas' "Ariane et Barbe-Bleue" (which is at least new to England) and Goossens' "Don Juan"; they have, in addition to the usual Italian and German repertory, revived Debussy's "Pelléas et Mélisande," Gluck's "Alceste," and "Orphée." These three revivals alone are sufficient to earn the gratitude of every music lover, and especially when all three productions had great merits, the "Pelléas et Mélisande" being particularly fine. This is an excellent record, and Sir Thomas Beecham must also be congratulated on his giving us the chance to hear Furtwängler conduct "The Ring."

The ballet season of Colonel W. de Basil's "Ballets Russes" company has now begun at Covent Garden. On the opening night, Massine's charming "Cimarosiana" was revived, and the other two items in the programme were "La Boutique Fantasque" and "Aurora's Wedding." In the former, Massine and Danilova gave a brilliant performance of the cancan dancers, and the *corps de ballet* were full of life. "Cimarosiana" is perhaps most notable for its splendid *décor* by the Spanish painter Sext, but in "Aurora's Wedding" it is Tchaikovsky's delightful music and the brilliance of the solo dancers—Baranova, Riabouchinska, and Lichine—which make it so attractive. Baranova, in particular, has greatly developed, and must be to-day one of the finest classical dancers in the world, with a great sense of style and a beautiful technique.

W. J. TURNER.

"NO SLEEP FOR THE WICKED," AT DALY'S.

AS this is likely to be the last production at this theatre, it is regrettable this production was not a worthier swan-song. The idea of the play is colourful enough. There's glamour and thrill in the idea of gun-running in Tangiers, but the "pace" is lamentably slow. Played at lightning speed, the dialogue might have sounded wittier, and the situations seemed less improbable. Unfortunately, Mr. Peter Haddon, who is playing the leading rôle, has produced the play himself. An actor-producer is nearly always a mistake. Not even Sir Boyle Roche's fabulous bird could have sat in the back row of the gallery (as a producer should) and watched itself on the other side of the footlights. Mr. Peter Haddon's agreeable nonchalance is effective enough on the stage, but unhappily he has permitted that touch of casualness to creep into the production. Taken in dead seriousness, as it would have been by the old Surrey-side melodramatists, the play might have had a thrill for the unsophisticated. But the author, having apparently designed the play for the Lyceum, seems to have twisted it into something he thought better suited for a theatre a great deal more west of Temple Bar. There is an air of burlesque about the production that gets it nowhere. Mr. Peter Haddon is the perfect ass; might, indeed, have stepped out from between the covers of any one of Mr. P. G. Wodehouse's novels. Miss Claire Luce makes a glamorous spy, and one must give the author credit for his restraint in keeping his two stars out of each other's arms at the fall of the curtain.



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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

ACCORDING to the opinion of various motor manufacturers, prices of motor vehicles are likely to rise when the 1938 new models are announced in the middle of August and following weeks before the annual Motor Car Exhibition to be held this



MODERN TRANSPORT CONTRASTED—AND COMPLEMENTARY TO ONE ANOTHER: A NEW VAUXHALL "FOURTEEN" AT THE DE HAVILLAND FLYING CLUB AT HATFIELD.

With the ever-increasing popularity of aviation, large numbers of people motor out at week-ends to the various flying clubs. The above photograph was taken quite recently at the De Havilland Flying Club at Hatfield and shows one of the new Vauxhall "Fourteens" in a somewhat unfamiliar setting.

year at the new Earl's Court Buildings in October. Consequently the value of second-hand cars may rise, and would-be purchasers would be well advised to buy now at present rates of both new and second-hand motors. The latter are better re-conditioned to-day than they were a few years ago, due to improved methods.

An excellent example of this is the new type of engine-washing machine which has been installed in the Dagenham Works by the Ford Motor Company. It was specially designed by Ford engineers in conjunction with the Imperial Chemical Industries for a highly technical job which has to be accomplished efficiently and economically. When Ford engines are brought into the works to be re-conditioned they are taken to a dismantling line where

all moving parts are taken off and the engine block of cylinders is made ready for washing. As the blocks are stripped of their components, they move along a conveyor until they come to the washing machine at one end. At this stage components are still covered with the accumulation of carbon, grit, and other deposits which are left after running many thousands of miles on the road. Each component is placed in a perforated metal cage which conveys it into the washer, where it is submerged in a bath and rotated so that all surfaces are equally cleaned and all residue of the cleaning solvent is drained out before each part leaves the washing machine.

It was quite a long time before experiments with various cleaning fluids discovered one which made the block spotlessly free of all carbon and grease. Once found, the machine eliminated many hours of hand cleaning besides performing the task better. The cylinder block is then taken to the engine assembly line, where it is re-bored and fully re-conditioned to limits of accuracy as fine as those used

in making new engines. So the re-assembly process and equipment is exactly similar to that used for a new motor, including same inspection tests.

I hope all motorists interested in the technical development of modern cars read Mr. Maurice Platt's informative article which appeared in the *Motor* recently (June 15) on the question of overdrive transmission and the conventional high-geared four-speed

gear-box. Quite a number of present cars are fitted with such mechanism that gives a direct gear for its third speed and an overdrive "top," which, as Mr. Platt remarked, gives alternative engine speeds of 3600 revs. per minute for the direct third and 2500 r.p.m. for the overdrive when the car is proceeding on the road at the speed of about 64 miles per hour on either gear. Nothing is pleasanter than driving a car on a high top gear and the engine apparently "ticking over" without effort as the car travels at over a mile a minute. But that is no new idea for sports-car owners, for long ago British motorist owners of the famous Vauxhall "30-98" and the 4½-litre Bentley had top gears of about 3½ to 1 and a third speed ratio of about 4½ to 1. Actually the Bentleys were 3.53 and 4.70, while those of the Vauxhall were 3.5 and 5.1 respectively. Overdrives are usually fitted in conjunction with a three-speed gear-box. In most of the American cars and in the new Riley "Nine" the overdrive comes into action automatically when a critical road speed is exceeded

[Continued overleaf.]



IN RURAL SURROUNDINGS: A 25-30-H.P. ROLLS-ROYCE WITH COACHWORK BY HOOPER AT ASHFORD-IN-THE-WATER, DERBYSHIRE.

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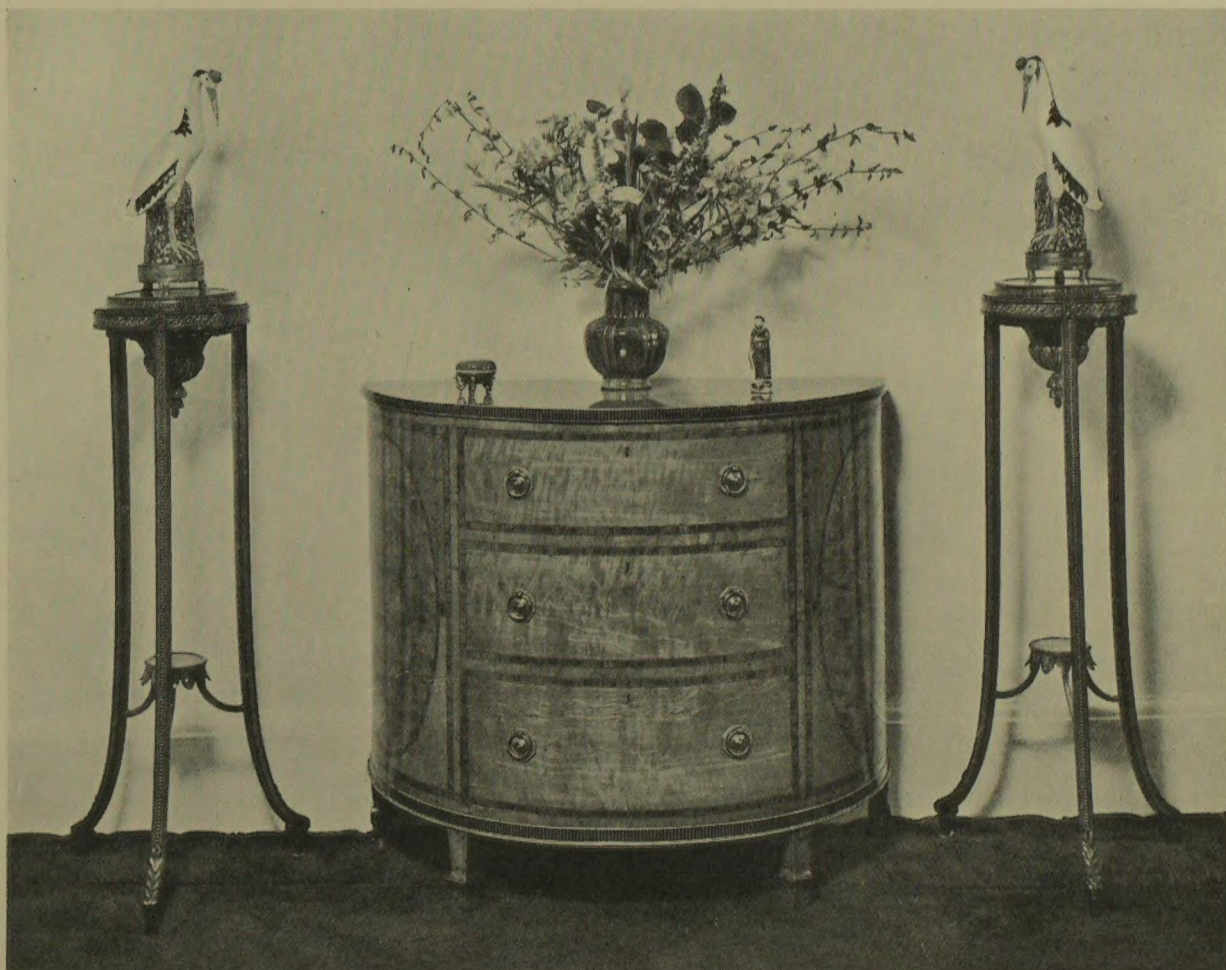
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(usually between 37 m.p.h. and 43 m.p.h.) if the driver momentarily releases the accelerator. When a double-ratio axle is provided, as in the Jensen, the Graham, and the Auburn, a facia control is employed. In the Mercedes-Benz it is brought into action by pre-selection, followed by releasing the accelerator. The object of overdrive is to give the average motorist the low top gear which he is accustomed to, with a super-top gear available to make



CANADA AT THE GREAT INTERNATIONAL EXHIBITION IN PARIS: THE CANADIAN PAVILION, RECENTLY OPENED BY MR. MACKENZIE KING; AND APPROPRIATELY EMBODYING THE IDEA OF ONE OF THE GREAT GRAIN ELEVATORS.

high cruising road speeds more pleasant and more economical by keeping the engine at lower revolutions.

Still, motor cars improve, although design has more or less settled into recognised standards; which is as it should be. A notable example is the new Riley "Nine." Its engine now develops greater power due to racing experience, which led to an improved design of induction pipes and to the better charging of the cylinders with gas. This gives a tremendous velocity to the petrol and air mixture at the rate of 20,000 ft. per minute, so has the effect of a super-charger without its presence. The practical result is an improvement in performance, speed, smoothness in the running, and acceleration. The makers call the new system "hi-charge," an apt title. The increased power output due to this "hi-charge" induction system has enabled a "Dual-overdrive" to be fitted to this Riley "Nine" engine without increasing its present prices of £290 and £298 for the saloon and Monaco saloon cars. The result gives five forward speed ratios—the ordinary first, second and top, and the overdrive second and super-top when that ratio comes into action, with only three positions of the gear lever. It is claimed that in town-driving this arrangement gives rapid acceleration with the smoothness and silence of much larger engines. On the open road the overdrive gives a definitely faster pace without strain on the engine. The makers have provided individual mountings for each movement of the engine under varying conditions of load. These mountings are flexible to the degree necessary to absorb the vibrations produced, and so prevent their being felt by the occupants of the car. Hence the claim for improved road comfort of the New Riley "Nine."

All who were present at the Lewes Speed Trials on the Sussex Downs saw some exciting speeds and an afternoon of really fast motoring, although some of the cars were quite veterans. Mr. Lycett captured the prizes in two classes, one with the 8-litre Bentley and another with the 4½-litre Bentley. This reminds me that this 8-litre is an old warrior from the original Bentley works at Cricklewood, and not a Derby production. There was also a twin-wheeled Delage driven by Sumner, and R. G. J. Nash ran the Lorraine-Dietrich. Taylor's 2-litre supercharged Alta, one of the latest productions, made a fine run of 19.3 secs. over the course, nearly breaking the existing record, and Hartwell's M.G. put up a run of 21.14 secs. in the 1½-litre racing class, while Innes won the 1100 c.c. sports class on his "K.3" model. MacLachlan's Austin "Seven" clocked 21.80 secs. for the course, about a kilometre, in the 1100 c.c. racing class; and Matthews' "V-8" Ford won the unlimited sports class with 26.84 secs., good time for a standard touring car.

Magnetos were fitted on the winning E.R.A. driven by "B. Bira" in the Isle of Man International Car Race—a Scintilla Vertex—also on Charles Martin's E.R.A. in the Avus race in May and on S. C. H. Davis's Alta which he

drove at Shelsley Walsh. J. O. C. Samuel won the Coronation Handicap at Brooklands on Whit Monday, using K.L.G. 690 sparking plugs on his Frazer Nash, as there was some argument as to what make of plugs he had used. Also, in reference to fittings on various cars, I note that Triplex Safety Glass is now a standard equipment on all Alvis, Austin, Armstrong-Siddeley, Frazer Nash, Hillman, Humber, Lagonda, M.G., Morgan, Morris, Riley, Rover, Standard, Talbot, Triumph, Vauxhall, and Wolseley Motors.

Nowadays comfort, both as regards the seating and the behaviour of the car on the road, is the thing which persuades the public to buy motors. I place comfort before performance. A car which rolls or is noisy or has excessive vibration or does not run smoothly over most roads gives the occupants no comfort, however wonderful its acceleration or maximum speed may be. That is why Lord Nuffield and the directors of the group of Morris Motors, Ltd., are so wise in advertising that both Morris and Wolseley cars have scientifically designed seats so as to give the fullest support to each individual user's back and allow each person to sit at the angle which best suited him. Having obtained comfortable seating, the next virtue would be car purchasers look for is a comfortable view of the world outside the vehicle. In that respect there still remains room for improvement, whether one's seat is in front or at the rear of the average-designed saloon. Motor manufacturers have realised that to-day the car is a family affair as likely to be driven alternately by the tall and the short, the stout and the thin members of the household, so they provide

telescopic steering-wheel pillars which can be quickly and easily altered in the rake of the pillar and its length from the floor. Also the height of the pedals can be adjusted, though not so easily as the steering pillar. Some day a mechanical genius will find an easy pedal adjustment which any girl can effect without removing the floor boards.

Statistics are always interesting, whatever use may be made of them in arguments. Thus an estimate made recently revealed that there were some 240,000 to 250,000 second-hand cars for sale in the hands of the dealers, valued between £80 to £90 on average. This means that some £20,000,000 of used cars are waiting to be sold. Last year 303,997 new cars were sold of which 81,054 were of 8 h.p., 81,456 cars rated at 10 h.p., 41,936 at 12 h.p., 29,390 at 14 h.p., 14,565 at 9 h.p., and no other size ran into five-figure sales. The 16-h.p. cars found 8441 customers; the 18-h.p. cars sold were 6257; the 30-h.p. cars sold were 5206; and the 22-h.p. sold were 4623. No others reached a sale of 4000, as the next best sellers were 27 h.p. rating 3028, 26 h.p. sold 2426 cars, 17 h.p. sold 2984, 21 h.p. sold 2386, 15 h.p. 1405, and 31 h.p. sold 1084 cars. Other powers were insignificant in their sale, totals



AUSTRALIA AT THE GREAT INTERNATIONAL EXHIBITION IN PARIS: THE AUSTRALIAN PAVILION, WHICH STANDS IN THE CHAMP DE MARS, AND WAS OPENED BY SIR A. PARKHILL, AUSTRALIAN MINISTER FOR DEFENCE.

We have already devoted a number of illustrations to the subject of the great International Exhibition in Paris, notably in our issue of June 26, when we reproduced some very striking photographs of the floodlighting schemes. The two British Dominion pavilions here illustrated—those of Canada and Australia—have since been inaugurated. The Exhibition, it need hardly be added, is now in full swing, and is attracting great numbers of people to Paris.

varying from one to under 500. But these figures do reveal that 80 per cent. of the total sales in England are for cars of 8 h.p., 9 h.p., 10 h.p., 12 h.p., and 14 h.p.; so all the talk that the reduction in tax would sell more cars of higher horse-power rating is hardly making much of an impression yet.

CONTINENTAL HOTELS

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Pörschach am Wörthersee—Hotel Werker-Austria—Leading Hotels. Season: April to October. Moderate terms.

Semmering—Grand Hotel Panhans—World-renowned hotel of the Austrian Alps. 60 miles from Vienna. Sports, Cures. Casino de Jeu. Pension 15/- up.

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BELGIUM

Bruges—Hotel de Flandre. 1st cl. Modern comfort in old-world setting. Ex. cuisine. Garden Restaurant. Rooms from 4/6 or Pension from 10/6 day.

Knoeke-Zoute—Palace Hotel—Facing sea and Bathing. Moderate terms. Near Casino. Golf. Tennis. Tel. Add.:—"Palace, Knoeke."

Knoeke-Zoute—Rubens Hotel—The finest hotel in the best position on sea front, near Casino. Free Conveyance to Links.

CZECHOSLOVAKIA

Prague Metropal Hotel "Zlata Husa." (Golden Goose)—Modern comfort, homelike, best food, centre of Eng.-speaking visitors and their friends.

Franzensbad—C.S.R. Hotel Königsvilla—The best place for Rheumatic-Heart complaints and women's functional disorders. Prospectus.

FRANCE

Antibes—Hotel du Cap D'Antibes—Pavillon Eden Roc. Winter and Summer residence.

Cap-Martin—Cap-Martin Hotel—Free bus service with Monte-Carlo & Menton. Tennis. Swim. Pool. 15 ac. priv. Park. Incl. fr. 70 frs. with bath fr. 85 frs.

Le Touquet—Hotel des Anglais—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Le Touquet—(P. de C.)—Golf Hotel—Facing Links. Visitors have privilege of daily green fees. Open until October.

Le Touquet—Hotel Regina—Facing Sea. Opp. Swimming-pool. First-class residential hotel. Attractive inclusive rates.

Monte-Carlo—Le Grand Hotel—350 Rooms. 280 Bathrooms. Entirely Renovated 1934. Inclusive from 65 Frs. With bath from 80 Frs. Open all year.

Monte-Carlo—The Monte Carlo Palace—1st class up-to-date—facing Casino—sea-view—open all the year. Inclusive from 50 Frs., with Bath from 65 Frs.

GERMANY

Baden-Baden—"Bellevue"—The well-known first-class family hotel in 5 acres own park. Most reasonable rates. Prospectus.

Baden-Baden—Buhlerhöhe—800 mt. (2,600 feet) Kurhaus and Sanatorium. Diets, Rest-cures. Pension from R.M. 11. upwards.

Baden-Baden—Hotel Europe—Most beautiful position opposite Casino. Modernly renovated. 260 beds. Rooms from R.M. 5. Pension from R.M. 11.

Baden-Baden—Hotel Frankfurter Hof—Wholly renovated. Facing Kurpark; a home from home. Manager's wife English. Prices moderate.

Baden-Baden—Holland Hotel. 150 beds, large park, close Casino. Pension terms: R.M. 11 upwards. Personal Management: H. A. Rössler.

GERMANY (Continued)

Baden-Baden—Hotel Stadt Strassburg—Fr. Hoellischer. First-class family hotel. Full pension from R.M. 9.

Baden-Baden (Black Forest)—Brenner's Stephanie—The leading hotel.

Baden-Baden (Black Forest)—Brenner's Parkhotel—Pension from M. 14.

Bad Kissingen—Staatl.—Kurhaushotel—World-renowned house. Mineral baths in hotel. Garages.

Bad Kissingen—Hotel Reichshof—Distinguished Family Hotel. Garage. Opposite Park.

Bad Nauheim—Hotel Augusta Victoria—Situated directly opposite the Baths. Park. Every comfort. Full pension from R.M. 9.

Bad Nauheim—Jeschke's Grand Hotel—The leading hotel. Open as usual, but better than ever. Special reduced rates in 1937.

Bad Nauheim—Der Kaiserhof—First-class hotel. Large garden facing baths and Kur-park. 150 rooms, 50 baths. Pension from R.M. 11.

Bad Nauheim—Palast Hotel—Most beautiful position facing the Kur-park and Baths. Ex. cuisine. Special diets. Pension from R.M. 10.

Bad Nauheim—Hilbert's Park Hotel—First-class Family Hotel. Unique location in quietest position of the Kur-Park opposite. Baths and Springs.

Bad Schwalbach (Taunus)—Staatl. Kurhotel. Every room with private toilet and balcony. Built 1931. Terms from R.M. 10/50.

Cologne—Hotel Comœdienhof—Nr. Stn. & Cath. New wing Dec. 1936. Rms. fm. R.M. 4, lav. & toil. fr. R.M. 6, pr. b. fr. R.M. 8. Gar. adj. A. Grieshaber, Mgr.

Cologne—Excelsior Hotel Ernst—The leading hotel of Cologne. Opposite the Cathedral.

Cologne—Hotel Fürstenhof am Dom—Up-to-date renovated in 1937. Connected with Restaurant and Café. Director Otto Holl.

Cologne—Hotel Monopol—Metropol—The modern home for travellers. First-class Restaurant.

Dresden—Hotel Bellevue—The leading hotel. Unique pos. on the river. Garden-Park, Terraces. Reduced rates. Gar. Man. Dir. R. Bretschneider.

Dresden—Hotel Schiller—The latest, first-class hotel. World renowned, distinguished family-home Near station

Düsseldorf—Bahnhof-Hotel—The first class Hotel facing the Station. 120 bedrooms. 20 private bathrooms. Garage, Restaurants.

Düsseldorf—Breidenbacher Hof—Leading Hotel World renwd. Fav. home of int. soc. Fam. "Grill" Am. Bar—Orc. Gar. 150 R. fr. 6, 75 Pr. baths fr. 9.

Frankfort-on-Main—Hotel Frankfurter Hof—Leading, but not expensive. Grill-room. Bar.

Frankfort-on-Main—Park Hotel—Near central Station. Famous for its Hors D'œuvres. Rooms from M.5. Garage and Pumps on the premises.

Freiburg—Hotel Zähringer Hof—The leading hotel of the district; thoroughly first-class; 160 beds, 50 bath-rooms.

Garmisch-Partenkirchen—Hotels Gibson/Schönblick—First-class houses. All modern comfort, near sporting grounds. Moderate terms.

Garmisch—Bavarian Alps—Sonnenbleich—Golf Hotel, facing the Zugspitze. First-class family hotel. Excellent Cuisine.

CONTINENTAL HOTELS—Continued.

GERMANY—(Continued)

Heidelberg—Hotel Europe—First class. Quiet location in old park. Rooms from 5 R.M.

Heidelberg—Black Forest—Hotel Reichspost—The Hotel for Personal Service, Comfort and Refinement in the Black Forest.

Hundseck nr. Baden-Baden—Kurhaus & Restnt. Hundseck—(2952 feet). Sit. on the Black Forest. 160 beds. All mod. cmf. Pen. from R.M. 7 to R.M. 9.

Leipzig—Hotel Astoria—The latest and most perf. hotel bldg. Select home of Intern. Soc. and Arist'cy. Man. by M. Hartung, Coun. of Com.

Munich—Grand Hotel Continental—Where everyone feels at home. Quiet location. Moderate terms. Garage.

Munich—Hotel Grunewald—Opposite central station. 300 beds. Every comfort. Bierstube.

Munich—Hotel "Der Königshof" Karlsplatz—1st class. Central situation. 150 rooms. 50 baths. From 5 Mks. New Garage in hotel.

Munich—Park Hotel—Well-known family house. All rooms with hot & cold running water. Most reasonable rates.

Nuremberg—Hotel Königshof—All comforts. Moderate prices. Situated the entrance of the old town. Opposite the station.

Sand—Kurhaus Sand—R.A.C. Hotel (2900 feet). Black Forest, near Baden-Baden. Lake and sun-bath, fishg. Inclusive terms fm Mks. 6. Catalogues.

Sasbachwalden (Black Forest)—Landhaus Fuchs—20 miles fr. Baden-Baden, a country hse. dsngnd. for the few. Private swim. pool. R.A.C., N.T.C. hotel.

Stuttgart—Hotel Graf Zeppelin—Facing Main Station. The most up-to-date Hotel in South Germany.

Walchensee—Strandhotel Fischer—Facing beautiful lake, Alps. Every comfort. Pension from 7 Mk.

Wiesbaden—Hotel Schwarzer Beck—1st-cl. fam. hotel. 300 beds. Med. bath in hotel. Golf, Tennis. Garage. Pension from 9 Marks.

Wiesbaden—Hotel Nassauer Hof—World renwd. Finest pos. opposite Park and Opera. Wiesbaden Springs. Patd by best Brit. Soc. Pen. from 12 Mks.

Wiesbaden—Palast Hotel—First-class hotel opposite Kochbrunnen. Every possible comfort. Own bath-establishment. Pension from R.M. 10.

Wiesbaden—Hotel Rose—World-renowned Hotel, own bathing establishment. Patronised by English and American Society. Pension from Marks 11.

Wiesbaden—Victoria Hotel—First-class family Hotel. Thermal baths, own spring. Garage. Pension from 8 Marks.

Wiesbaden—Hotel Vier Jahreszeiten (Four Seasons) Select home of Society. Best position opposite Kurhaus, Opera, Parks. Pens. from R.M. 12.

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Lausanne—Victoria Hotel—(First-class). The most comfortable at the station. Most moderate terms. Personal attention.

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Lucerne—The National—Ideal location on lake. World known for comfort and personal attention.

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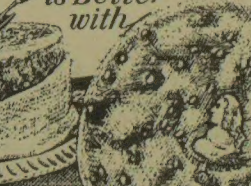
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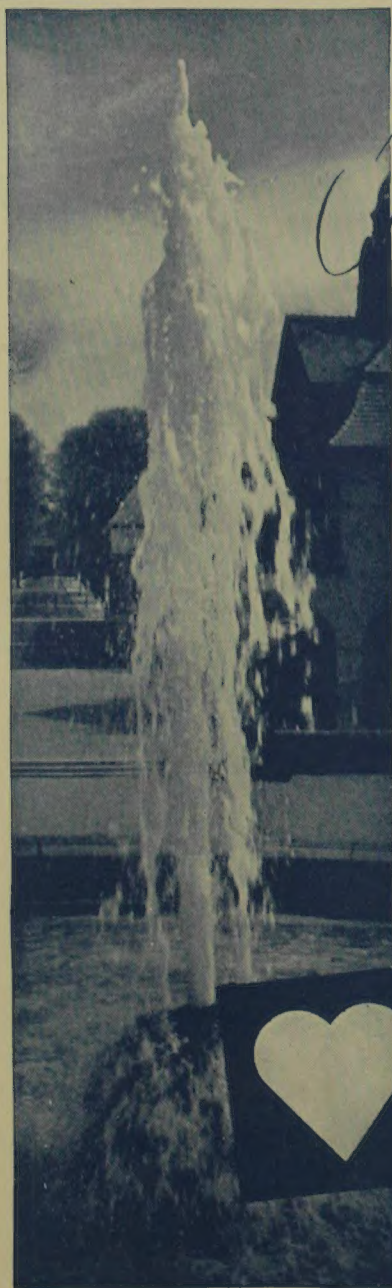


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